

# DieselCar

THE UK'S LEADING MAGAZINE FOR ECONOMY MOTORING

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SPECIAL ISSUE

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**EcoCar**  
SUPPLEMENT INSIDE

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**008**



## 008 NEWS

All of the latest news stories in the world of diesel, including the latest model news, technology and consumer updates.

## 020 MARKETPLACE

An invaluable resource bringing together up-to-the-minute model news and price changes, together with a round-up of the latest sales statistics. There's also a comprehensive guide to upcoming models that the car makers would rather you didn't know about.

## 028 FIRST TESTS

**034**



Driven this month:

- Audi A4
- Audi A4 Avant
- BMW X1
- DS 4 Crossback
- Kia cee'd
- Renault Kadjar

## 038 TWIN TEST

We get tough in the rough stuff as we pitch Mitsubishi's latest L200 up against the Isuzu D-Max in this month's comparison test.

## 042 ON TEST

Driven this month:

- Mazda CX-5 Sport Nav 2.2 Diesel AWD
- Mercedes-Benz B 220d Sport 4MATIC
- Range Rover Evoque 2.0 eD4 SE Tech

- Skoda Octavia Estate L&K 2.0 TDI CR Automatic
- Volkswagen Tiguan Match 2.0 TDI CR 4MOTION Automatic

## 047 LONG TERM TESTS

Our in-depth monthly long-term running reports give a valuable insight into what it is like to live with key new models on a day-to-day basis.

## 061 FEATURE

It's the 4x4 and off-road issue and we couldn't be without an in-depth guide to all the different all-wheel-drive systems and electronic trickery that goes alongside.

## 070 FEATURE

Ever wondered what it would be like off-roading in cars of yesteryear? We show you how you can take part at Land Rover's new Warwickshire Heritage Experience centre.

## 074 FEATURE

We travel to France to experience a little bit of America courtesy of Camp Jeep – an extreme off-roading event for lovers of the stateside 4x4s.

## 078 FEATURE

As the last few Land Rover Defenders trundle along the production lines at Solihull, we take a look at some of the wilder and wackier examples of the legendary off-roader.

## 084 DOCTOR DIESEL

The Doc gives advice on your diesel dilemmas and problems, motoring related or otherwise.

## 088 DM@IL

It's your chance to have your say on any motoring subject by writing to the Editor.

## 089 LEGAL i

Our legal expert is on hand to answer your questions on any aspect of motoring law.

## 090 THE EXTRA MILE

No doubt one of the most informative and practical columns in the magazine, giving money saving advice on fuel use reduction and economy measures, as well as discussing the latest technology improvements.

## 093 HIGH MILE CLUB

A look at super high mileage cars that have been around the block more than a few times. This month we take a look at a high mileage VW Touran.

## 094 USED CARS

Invaluable buying advice, and an insight into recent auction prices, as well as a comprehensive look at choosing a Range Rover Evoque SD4 in this month's used car buyer's guide.

## 103 ECO CAR

A newly introduced supplement dedicated to economy focused motoring. Be it electric, hybrid, alternative fuels or sub-100g/km petrol cars. There's news, views, road tests and features, too. This month we have news of the new Tesla Model X SUV, as well as a preview of the Tokyo motor show.

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On test this month:

- Vauxhall Corsa SRi 1.0T ecoFLEX

## 110 DATA FILES

The most comprehensive and accurate data section in the business, covering every diesel, hybrid and electric vehicle on sale, as well as the addition of eco-friendly, sub-100g/km, tax-free petrol cars, too.

## 130 JEERBOX

Columnist Simon Hacker takes an interesting and amusing sideways look at motoring.





# BEST MPV. AGAIN.



## CITROËN GRAND C4 PICASSO

The Citroën Grand C4 Picasso is the first MPV in its segment to break the 110g CO<sub>2</sub>/km barrier with the BlueHDi 150\* delivering up to 72.4 MPG.<sup>o</sup> With its ultra-flexible 7-seat interior, 360° Vision Parking,<sup>o</sup> Keyless Entry and Start,<sup>^</sup> and Panoramic Windscreen, it's no wonder it's been voted 'Best MPV' by both What Car? and Auto Express for two years running.



CRÉATIVE TECHNOLOGIE

   [citroen.co.uk](http://citroen.co.uk)

**CITROËN prefers TOTAL** Official Government Fuel Consumption Figures (litres per 100km/MPG) and CO<sub>2</sub> Emissions (g/km). Highest: Grand C4 Picasso THP 165 S&S EAT6 Auto with 18" wheels: Urban 7.5/37.7, Extra Urban 4.9/57.6, Combined 5.8/48.7, 134 CO<sub>2</sub>. Lowest: Grand C4 Picasso BlueHDi 100 S&S manual: Urban 4.5/62.8, Extra Urban 3.5/80.7, Combined 3.8/74.3, 99 CO<sub>2</sub>. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

Model shown: Grand C4 Picasso BlueHDi 120 S&S 6-speed manual Exclusive+. OTR price £26,665 (incl. Teles Blue metallic paint at extra cost of £520). \*Available on Grand C4 Picasso Exclusive and above. <sup>o</sup>Combined Cycle on Grand C4 Picasso BlueHDi 150 S&S 6-speed manual Exclusive with 17" wheels. <sup>o</sup>Optional at extra cost on Grand C4 Picasso Exclusive+. <sup>^</sup>Optional at extra cost on Grand C4 Picasso VTR+ and Grand C4 Picasso Exclusive, available as standard on Grand C4 Picasso Exclusive+.

## WHAT WAS YOUR MOST EMBARRASSING MOTORING MOMENT?



Maxine has always had a passion for cars and after ten years as a regional motoring editor in South Wales, is enjoying the freelance lifestyle, travelling here, there and everywhere to test out new cars and interview the brains behind the technology. She simply loves driving... nearly as much as rugby!

**MAXINE ASHFORD**

TRYING TO CONVINCE THE AA MAN THAT I REALLY DID GET TWO PUNCTURES IN LESS THAN AN HOUR, AND THAT'S WHY MY SPARE TYRE WAS WRECKED.



A rare female in the testosterone pool of motoring journalism, Sue has had her right foot to the floor throughout a career spanning more than 30 years. From local newspapers, via Brands Hatch and twenty years in Fleet Street as a motoring editor, she also notched up a decade as a Top Gear presenter.

**SUE BAKER**

GETTING CAUGHT PLAYING BARRY MANILOW ON THE CAR STEREO.



Gavin's right foot is still planted firmly in the 1980s and 1990s, as he fuels his rather unhealthy obsession with old motors. Commonly he is found tapping away furiously at a keyboard, or hurtling up the A303 from Devon to attend a car event. He is said to be fond of tea and Hobnobs.

**GAVIN BRAITHWAITE-SMITH**

GETTING SERIOUSLY STUCK IN SNOW IN A FORD CAPRI 2.8i.



A journalist for the best part of a decade, Jack has worked on consumer magazines and websites, national newspapers and specialist business and enthusiast titles. He's written about old cars and new cars and has thumbed through more company car benefit-in-kind tax tables than most sane people ever will.

**JACK CARFRAE**

SPINNING AND STALLING MY OLD PEUGEOT 306 ON A WET ROUNDABOUT WHILE EXPERIMENTING WITH LIFT-OFF OVERSTEER.



Motoring journalism was the unexpected outcome of a decade spent in a variety of rally cars, in both the left- and right-hand seats. Peter maintains that this arduous habit still enables him to see both sides of a motoring argument, be it about a race car or electric shopping motor.

**PETER CRACKNELL**

AT THE END OF A SKIING HOLIDAY, I DUG MY CAR OUT OF THE SNOW. TWENTY MINUTES LATER I DISCOVERED IT WASN'T MINE!



Country dweller Richard got hooked on cars at the 1982 NEC motor show, aged 11. However, he didn't start driving until he was 13, when he began tearing up the fields around a nearby farm, in his school friend's beaten-up Audi. Now, 33 years on, he has a less tatty Audi of his own.

**RICHARD DREDGE**

WHILE OVERTAKING A MONTEGO AT 70MPH, THE FRESHLY OVERHAULED GEARBOX OF MY TRIUMPH VITESSE BROKE. I HAD TO THEN COAST TO A HALT AS THE MONTEGO ANNOYINGLY SAUNTERED PAST.



Dating back to the days of hot metal and typewriters, Simon trained on a local weekly rag before realising transport and travel might be more interesting than the machinations of Wapley Parish Council. These days, travel is mostly restricted to school runs with occasional escapes to research his next work of fiction.

**SIMON HACKER**

CALLED 999 TO REPORT MY CAR STOLEN, ONLY TO REALISE IT WAS STARING ME IN THE FACE.



City life, urban crawls, and the M25 are amongst Victor's pet hates, along with mobile phones and most pop music since Abba. But he's a country music fan, and he often dreams of picking up Willie Nelson or Emmylou Harris, guitar on shoulder, hitching a lift on the A14, in his little red Corvette. Definitely a dreamer...

**VICTOR HARMAN**

FILLING UP AN AUDI A4 1.9 TDI WITH PETROL.



Phil has spent 20 years working around cars in one way or another, turning to writing about them after realising he was too poor to race them. He's always looking for the next four-wheeled adventure, so has developed an unhealthy habit of buying undesirable cars from the 80s and 90s to go alongside his old Americana.

**PHIL HUFF**

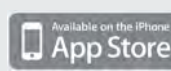
I DROPPED A SAAB OFF FOR AN MOT. FORGOT ABOUT IT, THEN ARGUED MONTHS LATER WHEN THE GARAGE ASKED IF I WAS EVER GOING TO COLLECT IT. I INSISTED IT WASN'T MINE, BUT IT WAS - ONE OF MANY I OWNED AT THE TIME.

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# DEVIOUS DIESEL **DEBACLE**

**T**his past month has to go down in history as being one of the darkest days in the history of the diesel car, with the spotlight thrown on this method of propulsion thanks to the actions of one car manufacturer. You would have had to have taken a holiday on Mars not to have heard about the scandal, with executives from the Volkswagen Group admitting that it had fitted a clever piece of software, called a defeat device, to some of its diesel engines. The news broke just hours after we went to press last month, with American authorities blowing the whistle on the system that detected when an emissions test was being undertaken, altering the characteristics of the vehicle so that it emitted less NO<sub>x</sub> than it would do in

normal operating conditions. Potentially, more than 11 million vehicles are affected around the world, with just under 1.2 million of those cars sold here in the UK.

While the situation is undoubtedly serious, it hasn't been helped by commentators not knowing what they are talking about. Several journalists have even been interviewed live on television and referred to NO<sub>x</sub> as nitrous oxide, rather than nitrogen oxide, turning them into a laughing stock, literally, as more knowledgeable people will know that nitrous oxide, or NOS, is more commonly referred to as laughing gas. The last laugh is most definitely on them!

Statements from the four brands affected – Volkswagen (both cars and commercial

vehicles), Audi, SEAT and Skoda – say that they will carry out remedial work to all affected cars from January 2016, though at this early stage it is unknown exactly what changes will be made. As this defeat device is not strictly a safety related issue, although additional NO<sub>x</sub> being generated could be argued that it affects human wellbeing, our advice is to read all the facts on pages 8 to 13 and sit tight. Forget about the hysteria that is being whipped up in the media, and continue to enjoy your car like you have been doing.



**IAN ROBERTSON**  
EDITOR & PUBLISHER



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# THE TRUTH ABOUT THE **VOLKSWAGEN LIES**

It's one of the biggest scandals in the motoring industry, with Volkswagen Group admitting to fitting a so-called 'defeat' device to its diesel engines to pass ever tougher vehicle emission tests. During the past few weeks, there has been much speculation and wild accusations in the press, some of it right, much of it wrong. Here is Diesel Car's definitive questions and answers guide to what you need to know about the Volkswagen diesel debacle

## **What has Volkswagen been caught doing?**

The story first broke in the USA, when the American Environmental Protection Agency were alerted that Volkswagen diesel cars were emitting many times more NOx (Nitrogen Oxide) emissions in the real world than the official laboratory certification said that they should do. It was discovered that Volkswagen engineers had included a piece of software – a defeat device – on some diesel cars that was designed to identify when the car was undergoing laboratory testing. The software then changed the engine's characteristics so that it behaved differently during testing to the real world.

## **Which engines are affected?**

A number of 'EA189' diesel engines are affected, which are fitted to 60 different models in the Volkswagen Group range. These units are found across five different Volkswagen Group brands – Volkswagen, Audi, Skoda, SEAT and Volkswagen Commercial Vehicles – three different capacity of diesel engines, and two transmissions. Petrol engines are not affected, nor are the V6, V8 and V12 diesel engines, and neither is the two-cylinder TDI unit fitted to the XL1. Also, the latest Euro-6 compliant 'EA288' diesel engines have been given a clean bill of health and don't feature the device.

## **Which cars are the engines fitted to?**

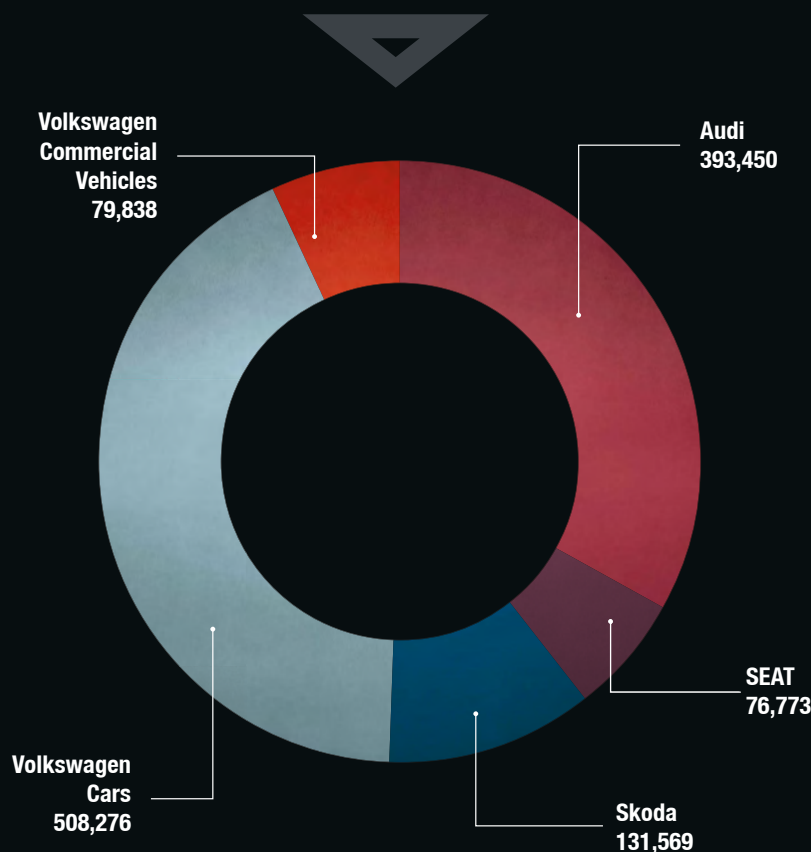
Because of the vast number of permutations, a definitive list isn't available yet, but it affects engines produced from 2008 onwards in 1.2, 1.6 and 2.0-litre capacities. The first vehicle the 'EA189' unit was fitted to was the Volkswagen Tiguan, which arrived on the UK market in 2008. The engine has been fitted to various models subsequently, right up until the powerplant began to be gradually replaced by Euro-6 compliant EA288 engines in 2012. We do know that the sixth generation Golf is affected, as is the seventh-generation Passat and all generations of the Touran and Tiguan.



**How many cars are affected?**

Around the world more than 11 million vehicles have these engines fitted, while in the UK the number of diesel cars fitted with the affected 'EA189' engine is just under 1.2 million.

Around 30,000 1.2-litre TDI engines are affected, an estimated 400,000 1.6-litre TDI units, with the remaining number fitted with the 2.0-litre TDI powerplant. The breakdown according to brand is depicted in the chart below:

**How do I check whether my car has that engine fitted?**

The Volkswagen Group has launched an online checking system for all of the five brands, and is in the progress of writing to every owner. You can

check whether your car is affected by visiting the relevant website for your brand (see the listing below), and entering your VIN (vehicle identification number). Your VIN can be found on your log book, or vehicle

registration certificate V5C, or by looking at a plaque visible through the front window of your car, as well as other multiple locations around the vehicle. More information can be found in the car's handbook.

BRAND	WEBSITE ADDRESS	HELPLINE NUMBER
Audi	<a href="http://www.audi.co.uk/owners-area/emissions/check-your-car.html">www.audi.co.uk/owners-area/emissions/check-your-car.html</a>	0800 699 888
SEAT	<a href="http://www.seat.co.uk/owners/diesel-engines/home.html">www.seat.co.uk/owners/diesel-engines/home.html</a>	0500 222 222
Skoda	<a href="http://www.skoda.co.uk/owners/dieselinfo">www.skoda.co.uk/owners/dieselinfo</a>	0333 003 7504
Volkswagen Cars and Commercial Vehicles	<a href="http://www.volkswagen.co.uk/owners/dieselinfo">www.volkswagen.co.uk/owners/dieselinfo</a>	0800 0833 914

**What are the implications for the environment?**

It means that every affected car produces more NOx than Volkswagen claimed that it did when testing in the laboratory, and so more Nitrogen Oxides are being released into the atmosphere, creating more emissions.

**Where do I find the defeat device, and what is it?**

There's nothing physical to see, as it is a

few lines of code written into the engine's software. The illegal software is designed to identify when the car is undergoing emissions testing, and alters the engine's behaviour during those tests. In this case, it regulated the flow of gasses into the engine and reduced the amount of NOx that was produced, enabling the affected Volkswagen cars to pass tougher American emissions tests than it would otherwise do. In normal real-world conditions, the engine would behave differently and therefore produce larger proportions of NOx, above the amount that it had been certified to produce.

#### **Was the defeat device enabled for European testing, too?**

Right now there isn't a definitive answer to this question. Volkswagen is saying that it doesn't know yet, and therefore there is still a large question mark as to whether it would have been. The defeat device was certainly present within the software of the car, but whether specific code had been written and utilised during European emissions testing regimes is currently unknown.

#### **How did Volkswagen get found out?**

It came as a result of independent tests carried out by West Virginia University, in association with the International Council on Clean Transportation in the USA, when they carried out spot checks on a BMW X5, Volkswagen Jetta and Volkswagen Passat. They explored the emissions performance on five routes that had similar characteristics as the Environmental Protection Agency (EPA) certified tests. During those tests, they found that the BMW met the standards, but the two Volkswagen vehicles delivered emissions

results that were much worse than the official figures. So much so that they then checked the results in the laboratory, finding oddly that both the Jetta and Passat then passed the tests. Armed with these results, the International Council on Clean Transportation claimed foul play, and highlighted the issue to the Environmental Protection Agency, which investigated accordingly.

#### **Who knew about this within Volkswagen?**

These investigations are still ongoing. Despite the chairman Professor Doctor Martin Winterkorn resigning from his post, it is unlikely that he was aware of the situation. Other staff have been suspended and over the coming months it will be discovered whether it was simply a 'rogue' engineer who gave the green light to the code being used on production cars, or something altogether more serious and widespread. It's no understatement to say that the scandal has rocked the company, not to mention the trust of owners of its cars, and Volkswagen senior management says that a far-reaching investigation is underway to find out what went wrong.

#### **What is being done by Volkswagen to solve the issue?**

Volkswagen has already said that they are working on a resolution. A fix is already being tested and discussions are ongoing between the regulatory authorities and Volkswagen. Though it is still early days, it looks like the 2.0-litre engines can be fixed by a software update, and probably the 1.2-litre engines, too, whereas a combination of software and hardware updates will be

required for 1.6-litre engines. Paul Willis, Managing Director of Volkswagen Group UK, said in front of the Government Transport Select Committee that it is thought that injectors will need to be replaced, in addition to software upgrades, on the 1.6-litre engines, but that hasn't yet been confirmed – it may actually be a much simpler task of changing sensors instead. It should be stressed that it is early days and work is still ongoing on definitive fixes to solve the problems.

#### **When will the cars be fixed?**

In the UK, each of the 1,189,906 vehicles affected will be taken care of by way of a service campaign. All of the cars will be recalled and Volkswagen will begin to fix them from the new year, with the campaign scheduled to be completed by the end of 2016. Between now and the end of the year, the fix will be developed, quality tested and authenticated, in association with the authorities. Beginning in January, the company will first tackle the 2.0-litre TDI engines that need a software upgrade, and the same is expected for the 1.2-litre TDI units, though it is more complex for the 1.6-litre TDI engines. Because it is likely that new parts will need to be manufactured for these powerplants, a supply will need to be built up first before the owners can be invited to return their cars for remedial work. Of course these timescales may change, depending on how long it takes for Volkswagen to get approval for the remedial plan by the relevant authorities. In the meantime, Volkswagen has said that it will write to every owner to ensure they know what is happening.

#### **I read that some of the engines will need a selective catalyst reduction system to be installed to meet the emissions regulations.**

While that may well be the case in the USA due to their tougher emissions laws, it isn't likely to be the case in Europe, including the UK. Only the 1.6-litre TDI engines are expected to require mechanical changes, and early information suggests that new injectors and a software update allow those engines to comply with the required standards. But we emphasise that it is early days and this information could change as the development work continues and sign-off is sought from the relevant authorities.

#### **Will the remedial work affect my fuel economy?**

When the Volkswagen UK boss was being questioned by the Transport Select Committee, he said that the brief to



CHIEF EXECUTIVE PROFESSOR DOCTOR MARTIN WINTERKORN RESIGNED AS THE REVELATIONS HIT THE HEADLINES





engineers is to implement a fix that means that there is no change to mpg. How that will be achieved is currently unknown, with more information set to be revealed over the coming weeks. Similarly, we don't know whether the desire to preserve the fuel economy will have a detrimental effect to on-road performance in terms of engine power, torque, acceleration or top speed. The desire from Volkswagen is to preserve all of the car's current operating parameters, but this may be outside the realms of technical possibility.

#### **What happens if I don't want the work carried out?**

This is a tricky issue, and a scenario that we are currently unsure of. A Volkswagen UK spokesman was unable to confirm what would happen if an owner took a car in for a service and asked for the software patch for the 2.0-litre or 1.2-litre TDI engine not to be added to the car. More information on this is likely to be available once the update has been given the green light.

#### **My car is out of warranty, so will I have to pay for the fix?**

Don't worry for a second, as Volkswagen has already confirmed that it will meet the cost of any changes that need to be made to owner's cars, whether they are still within the warranty period, or whether it has already expired.

#### **I live a long way from my nearest dealer, will I be compensated for the inconvenience?**

When Paul Willis was questioned by ministers at the Transport Select Committee, he said that the Volkswagen Group would do everything possible to minimise disruption to its customers. Right now we don't know what will be involved when cars are eventually taken back to the dealers for remedial work, including the time that it will

take, so it is difficult to quantify how much disruption is likely to occur.

In our opinion, it would be entirely reasonable to expect that any Volkswagen, Audi, SEAT or Skoda dealer should keep the customer mobile while the work is carried out by way of a courtesy car at no expense. Recompense of travelling costs is something that will need to be taken up with Volkswagen on a case-by-case basis, once the



PAUL WILLIS, MANAGING DIRECTOR OF VOLKSWAGEN GROUP UK

implications of the remedial work are finally known.

**Will the cost of vehicle excise duty go up in light of the higher than expected emissions?**

You need to bear in mind that vehicle excise duty is calculated using the CO<sub>2</sub> emissions figure, and it is the NOx emissions that has been called into question here. These are two different measurements, and there hasn't been any doubt cast on the accuracy of CO<sub>2</sub> emissions for now.

During the remedial work by Volkswagen, it is still possible that CO<sub>2</sub> emissions and fuel economy may be impacted in some way, despite the firm saying that it has tasked its engineers to complete the remedial work without penalty to mpg. It may not be technically possible to achieve it, and we will only know when the fix has been fully tested and certified by the authorities. It isn't something that can occur overnight and will take weeks and months to complete.

In any case, the UK Government has said that car owners will not be penalised by way of additional cost, if emissions are found to be higher as a result of a manufacturer-fitted illegal devices.

**I bought my car based on its emissions figure, and so I feel like I have been misled. How can I claim compensation?**

It is very doubtful that you bought your car based on its NOx emissions, which

this scenario is all about, because apart from Government websites, NOx figures aren't actually published by Volkswagen on its website or in its customer brochures. So I am doubtful that you would have a case for claiming any kind of damages in the scenario that you describe. You probably bought your car based upon the CO<sub>2</sub> emissions, which is a different measurement, and one that isn't affected for now. Whether that alters in the future we will have to wait and see once the relevant fixes have been given the green light by the authorities and Volkswagen's test engineers.

**My car's value will have been affected by this scandal, and I don't think it is fair that I should suffer because of it. How do I claim the cost back from Volkswagen?**

It is still early days and the full implications are still yet to be known. While there is no doubt that there is some difference in value right now because of opportunist dealers wanting to give you less money for your car, fuelled by all the rumours and speculation, it is unknown whether there will be any long-term damage to values. Our advice would be to sit tight and continue to enjoy your car, as you have done before. Besides, when Toyota was told to recall millions of its cars due to safety issues, there was not any long-term effect on values, and we expect that it will be the same for Volkswagen, Audi, SEAT and Skoda vehicles, once the media frenzy has died down.

**In the future, how can I tell whether the fix has been applied to a car that I might be thinking about buying?**

Any Volkswagen, Audi, SEAT or Skoda dealer will be able to check by looking at its service records, as all service campaign updates, as well as safety recalls are all recorded on the company's computer systems. So a call to the relevant manufacturer's customer service helpline will be able to allay any fears. And don't worry even if it hasn't been completed, the Volkswagen Group are covering all costs, so the remedial work can be carried out once you have bought the car that you are looking at.

**I'm thinking of buying one of the affected cars, should I rethink?**

There are so many unknown factors at the moment, so it is difficult to advise. If Paul Willis, Managing Director of Volkswagen Group UK, can be believed, the prime aim is to complete the resolution work without having any detrimental effect to the way that the car performs and operates, but it is still early days. Our advice would be to perhaps delay your purchase until more information is known about the fixes that will be implemented, as it should only be a matter of weeks. However, if you want a cut-price car and don't really care about mpg and performance, then there's never been a better time to bag yourself a bargain. Use the debacle to your advantage and negotiate a bigger chunk off the asking price.








MATTHIAS MÜLLER IS NAMED NEW VOLKSWAGEN CEO

are conducted. Right now there are no official dates for implementation but following this latest debacle, the UK Government is lobbying for the introduction to be accelerated.

While it is widely accepted that in real-world conditions it is unlikely that you'll achieve the official fuel economy figures that have been conducted in a laboratory, you can at least compare one car with another knowing that every vehicle has undergone the same test procedure, unrealistic in everyday use as those figures may be.

**Will we actually ever learn the truth about what has gone on, or will it be simply covered up?**

That's a big question, and one that will no doubt play out over the coming months and years. The American authorities are investigating whether any criminal charges can be brought, and no doubt Volkswagen will be subject to hefty fines. The Volkswagen Group has set aside €5 billion to rectify all of the affected vehicles, however, experts believe that the true cost could be several times that in damaged reputation and the fact that the company's share price took a severe battering. The eventual cost is predicted to be as high as €18 billion and the company is pursuing an urgent cost cutting exercise in order to shore up its finances for the future.

Would you believe that a film is already being talked about covering the emissions scandal, to be taken from a book that has yet to be penned by New York Times writer, Jack Ewing. Hollywood celebrity Leonardo DiCaprio's production company, Appian Way Productions, has already secured the rights for the big screen, along with Paramount Pictures. 

**Is it just Volkswagen, or have other car makers been caught cheating as well?**

Only Volkswagen, Audi, SEAT and Skoda vehicles are affected so far, with no other makers' cars implicated.

**If Volkswagen has been fiddling vehicle emissions, should its credibility be called into question in other areas? Should we believe their crash testing results, for instance?**

It's very easy to come to this conclusion, and as far as we are aware, the issue of integrity has only been called into question with regards to the NOx emissions on those specific emissions tests in the USA. Obviously the Volkswagen Group is going to be under the microscope more than ever before, and so if there are any other deviations from the rules in other areas of the company, I'm sure they will be uncovered in due course.

With regards to crash test performance, you have nothing to worry about. All European cars are tested

by Euro NCAP, which is a completely independent body. In order to gain the crash test score, cars must pass rigorous and robust tests, of which Volkswagen has no influence over. The four cars that are needed to complete the full range of different Euro NCAP crash tests are bought anonymously through main dealers, and are not pre-prepared by the manufacturer. In isolated cases where the cars aren't yet on sale, Euro NCAP representatives select random vehicles from early production, again without influence from the car maker. This ensures that the tests can claim to be totally independent and representative of the cars that are sold at a main dealer.

**We all know that cars generally fail to reach the official published fuel economy figures in real-world driving – is it now time for reform?**

That's a good question and already there are moves to totally revise the way that official fuel consumption tests

# EVOQUE CONVERTIBLE

## COMPLETES FINAL TESTS

Land Rover has confirmed that the upcoming Range Rover Evoque Convertible will be the most capable convertible in the world, when it is unveiled to the public next month. The all-wheel-drive soft-top makes its debut at the beginning of November before arriving in showrooms in the spring.

Far from being all show and no go, the Evoque Convertible has been put through a punishing development programme, and has completed

the final phase of testing at Land Rover's tough proving ground and off-road course at Eastnor Castle, Herefordshire. Chief Engineer Mike Cross said "Land Rover prides itself on being a class leader when it comes to all-terrain capability and the Evoque Convertible is no different."

Land Rover confirmed plans to build the Evoque Convertible at the Geneva motor show earlier this year, with the production car making its world debut at the Los Angeles International Auto Show next month. **D**



## AND IN OTHER NON-DIESEL NEWS ...

Completing the 2 Series line-up, **BMW** has unveiled the M2 Coupé, powered by a specially developed 365bhp 3.0-litre six-cylinder turbocharged engine. On sale in April, it costs £44,070.



To be unveiled at the Tokyo motor show, this **BMW** M4 GTS packs 493bhp and a 0-62mph time of just 3.8 seconds. Just 700 will be made, 30 of which are UK bound, with a price tag of £120,770.



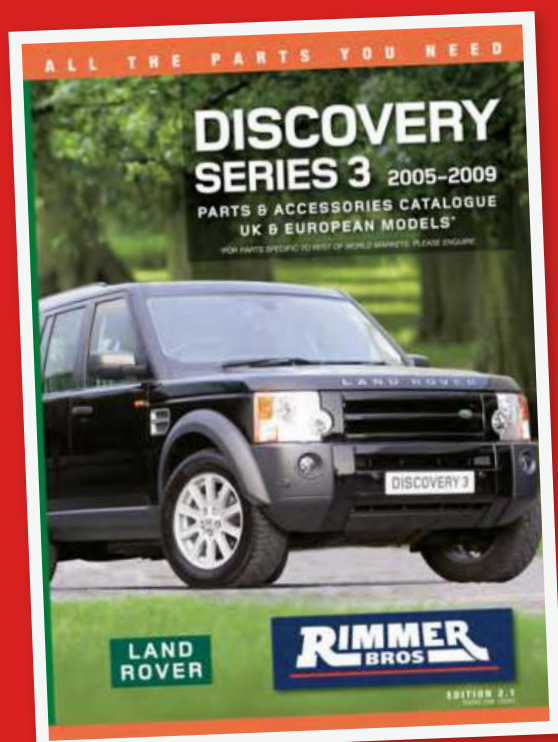
**FERRARI** says that its new limited edition F12tdf is an extreme road car that is equally at home on the track. Just 799 examples will be made, powered by a 770bhp 6.3-litre V12 engine.





## DISCOVERY 3 PARTS AND ACCESSORIES CATALOGUE AVAILABLE NOW

Neatly coinciding with our special 4x4 and off-road issue, Land Rover specialist parts supplier Rimmer Bros has announced that its new Land Rover Discovery 3 parts and accessories catalogue is hot off the presses. The 114 page catalogue lists anything from regular service items to exciting accessories, and covers the British-built off-roader built between 2005 and 2009. Rimmer Bros not only supply parts to the UK, but offer a competitive mail-order service all round the world. To order your free copy of the catalogue call Rimmer Bros on 01522 568000, visit the website at [www.rimmerbros.co.uk](http://www.rimmerbros.co.uk) or e-mail them at [sales@rimmerbros.co.uk](mailto:sales@rimmerbros.co.uk). Don't forget to mention that Diesel Car sent you! **DC**



## SUBARU STUNNERS TO BE REVEALED IN TOKYO

It'll be a bumper Tokyo motor show for Subaru, as the wraps are taken off a pair of concept cars and a couple of revised production cars, too. A new Impreza will be good news for enthusiasts, and the shape is depicted in this teaser sketch of the exterior. The real thing will be on show in Japan previewing a more dynamic look for the next generation hatchback. Alongside, Subaru will take the wraps off updated editions of both the Forester SUV and the XV crossover, which go on sale here sometime next year. A show car making its debut in Tokyo is the VIZIV Future Concept, which is designed to hint at the future direction of Subaru vehicles, as well as exhibiting advanced safety technologies and automated driving functionality. There's no word on production yet, but elements are expected to be incorporated into future designs. **DC**



**FIAT** has announced that its new medium saloon will be called Tipo, recalling a name from the past. Although this car isn't confirmed for the UK, a hatchback derivative is likely to be sold here.



The price of the **FORD** Focus RS has been announced at £28,940. More than 1,500 UK orders have already been placed for one of the 345bhp 2.0-litre turbocharged all-wheel-drive hatchbacks.



Four wheel drive versions of the revised **PORSCHE** 911 have been unveiled, with the Carrera 4 range kicking off at £81,398 for the Coupé, with the Carrera 4S costing £90,843.





## RENAULT REVEALS ONE-TONNE **PICK-UP CONCEPT**

**F**ollowing an announcement earlier this year that Renault would enter the pick-up truck market, the French firm has now revealed a concept vehicle called the Alaskan. While that name won't necessarily reach production, Renault marketeers are gauging reaction to the moniker ahead of making a decision on the vehicle's final production title.


Under the skin it shares the architecture of Nissan's NP300 Navara, and will also be a sister car to the upcoming new pick-up from Mercedes-Benz, which will borrow the same underpinnings. The final design for the Alaskan will be revealed early next year, before reaching UK showrooms before the end of 2016. Renault says that a broad range of body types and engines will be offered, including the four-cylinder twin-turbocharged unit that is found under the bonnet of this Alaskan Concept. The firm says that this powerplant will offer outstanding acceleration, while delivering class-leading fuel economy and low CO<sub>2</sub> emissions.

While items like the 21-inch alloy wheels will be toned down for production, sources

familiar with the final design say that the new car will capture the spirit of the Alaskan concept. The show vehicle features a prominent Renault badge up front, flanked by full-LED headlights. The heavily sculptured bonnet gives a muscular appearance, with the metal finishes and detailing delivering an upmarket, premium effect.

Senior Vice President for design, Laurens van den Acker said "The styling of the Alaskan Concept sticks to the rules of the pick-up segment, including impressive dimensions

and a visual sense of power and robustness. At the same time, we have dialled in specific Renault cues in the form of an attractive, status-enhancing front-end design."

It's too early to predict pricing or the final specification, as these details won't be revealed until the production version of the Alaskan is unveiled early next year. The new pick-up truck will line-up alongside the Kangoo, Trafic and Master commercial vehicles to give Renault a four-pronged attack on the business sector. 





# MOTORING MORSELS

According to a survey conducted by website **carwow.co.uk**, the names owners most commonly call their cars is Bob in first place, with Betty in the number two spot.

Models from the **DS Automobiles** range have gone on show at Westfield Shepherd's Bush shopping centre for the next six months. Both the DS 3 and DS5 models are exhibited.

Renowned haulier **Eddie Stobart** is setting up a new container transport base at the brand-new DP World London Gateway super-port in Stanford-Le-Hope, Essex.

The **Goodwood Festival of Speed** will be held between 23rd and 26th June 2016, with the **Goodwood Revival** set for 9th to 11th September 2015.

A £1.8 billion investment is being made by **Highways England** to upgrade roads in the Midlands, including the A5, A38, A46, A50, A500, M1, M6, M40, M42 and M54 by 2021.

**Highways England** has announced plans to spend £2 billion upgrading the East of England's roads, improving the A1(M), A5, A12, A14, A47, A428, M1 and M11 by 2021.

Transport Secretary Patrick McLoughlin has told **Highways England** to create new rules to restrict the length of roadworks and to tell motorists the reasons why they are there.

According to the **Institute of Advanced Motorists**, the number of motorists found guilty of speeding last year has risen by 28 per cent, from 115,935 to 148,426.

**Jaguar Land Rover** has confirmed that it will build the **Range Rover** Evoque and Discovery Sport at its new production facility in Brazil from early next year.

The **Land Rover** Discovery has been crowned **The Caravan Club** towcar of the year 2015. Other class winners included the **MG 6** and **Volkswagen** Jetta.

The Bedfordshire-based vehicle test centre, **Millbrook**, has acquired a winter test facility in Northern Finland. Based in Ivalo, it has facilities like tyre testing and winter tracks.

A super frugal **Peugeot 208** Active BlueHDi 75 has won the 2015 **MPG Marathon**, achieving 104.5mpg over a gruelling 385-mile route during the annual two-day event.

**SEAT** has announced plans to spend 3.3 billion Euros (approximately £2.5 million) on equipment, facilities and research and development between now and 2019.

**Vauxhall** has introduced its own £2,000 scrappage trade-in scheme on selected new cars. Any car will be accepted, but the seller must have owned it for more than 90 days.

Building work has begun on a new **Volvo** cars plant in Berkeley County, South Carolina, USA, which will produce the next generation S60 saloon from late 2018.

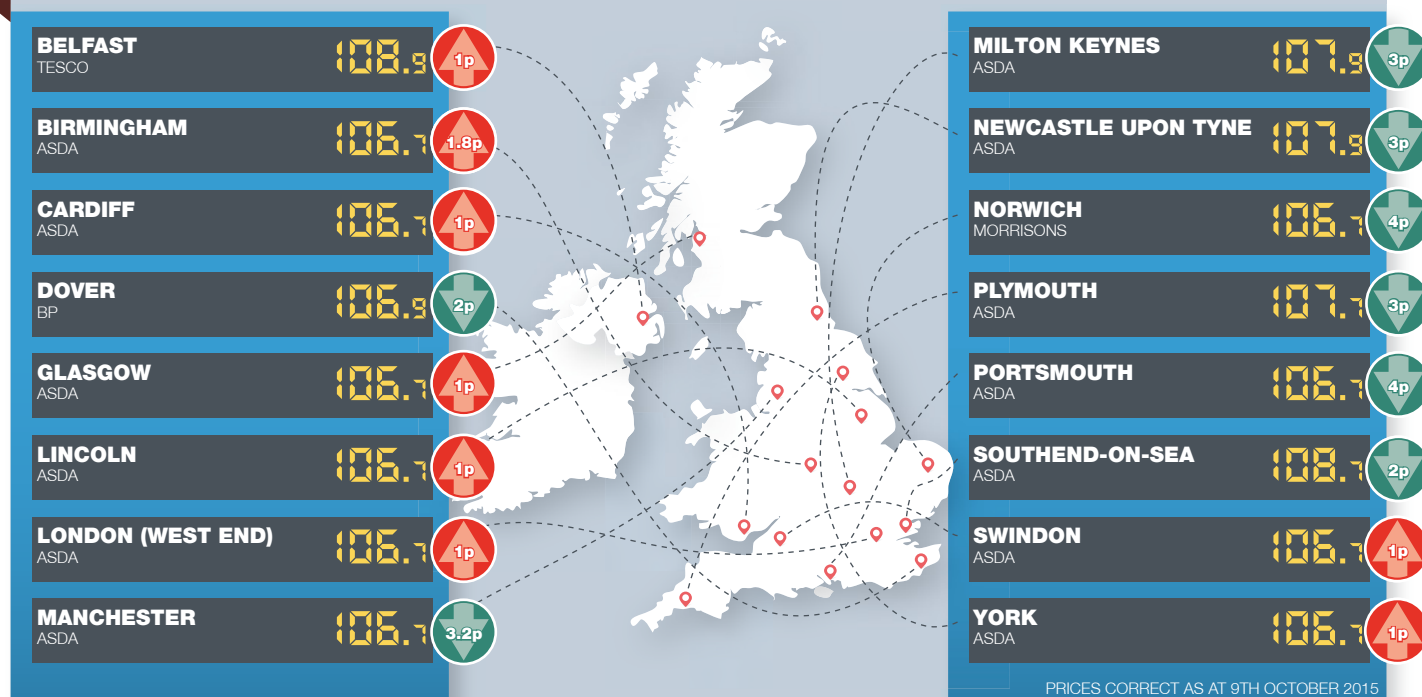
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## FUEL PRICES



With the cost of fuel making up a significant part of a car's running costs, DieselCar researchers have been checking out the cheapest prices at sixteen key locations, and monitoring whether the costs have risen or decreased. Our advice is to shop around by all means, but don't drive too far, as you can quite easily wipe out the cost saving by clocking up extra miles. **DC**



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Viezu Berkshire	07765 241171	info@viezutuning.com	www.viezutuning.com	Berkshire
Smart Remaps	0161 883 0622	info@smartremaps.co.uk	www.smartremaps.co.uk	Manchester
Mottec Automotive	07886 084222	charlie.morgan@me.com	www.mottecautomotive.co.uk	Gloucester
Southwest Tuning	07970 106780	info@southwest-tuning.com	www.southwest-tuning.com	South West
SNM	07973 659652	admin@snmgroup.co.uk	www.snmgroup.co.uk	Bristol
Racebits	07977 913931	shaun@racebits.net	www.racebits.co.uk	Midlands
FlashRemapping	07886 368795	flashremapping@googlemail.com	www.flashremapping.co.uk	London / Kent
Blue Flash Tuning Ltd	07793 144997	blueflashtuning@gmail.com	www.blueflashtuning.co.uk	Kent
Eco Engine Tune	01444 318901	ecoenginetune@gmail.com	www.remappingsussex.co.uk	South
Enigma	0800 999 4007	info@enigma-mapping.com	www.enigma-mapping.com	South West
InCar	0151 228 4000	jayincar@aol.com	www.incarpower.com	Liverpool
Smart Performance	0333 772 0715	info@smartperformance-group.co.uk	www.smartperformance-group.co.uk	South Derby
Viezu	01789 774444	info@viezu.com	www.viezu.com	Midlands
Infinity Performance Ltd	01732 523445	maps@infinityperformance.co.uk	www.infinityperformance.co.uk	Tunbridge Wells
Premier Vehicle Tuning	07801 922054	info@premiertuning.co.uk	www.premiervhicletuning.co.uk	Hull
Larton Engineering	07740 395056	andylarton@aol.com	www.lartonenginedevelopments.co.uk	Lancashire / Morecambe

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A month in the world of motoring

## 18TH SEPTEMBER 2015

When it comes to joy, there's nothing more satisfying than pressing the 'print' button on another issue of Diesel Car. Weeks of burning the candle at both ends culminates in the satisfaction that another top quality edition has gone off to the printers. Some of us celebrate with a drink, others get some well-earned sleep, while I'm usually back to the grindstone getting ahead for the next edition.

When the last issue was put to bed, the joy was short lived, as less than a couple of hours after, the news broke about the Volkswagen scandal. Do we ring the printers to put a hold on the issue, so we can hurriedly write about it, or do we sit tight and report with authority once more



information is known. Of course you'll already know that we opted for the latter, but not without considerable thought and discussion. We hoped that by waiting the four weeks that we could deliver the facts, rather than get caught up with the rumours and speculation, and therefore give our readers the most accurate information available. As it turned out facts were quite slow to percolate from Volkswagen, as the firm evaluated the best course of action to try and save its reputation, which quite frankly was by then in tatters. Corruption within the car industry is rare and had I been a betting man, the Volkswagen Group would have been one of the last companies that I would have put money on to be involved in a scandal of this magnitude.

## 4TH OCTOBER 2015

Spent a lovely weekend with Suzuki, driving a selection of their latest cars, including the Celerio city car and the latest incarnation of the Vitara, now rebooted into a crossover-style vehicle, as opposed to the rough and ready off-roader that it was known for being in the past. It was a rare opportunity for me to take the 1.6-litre petrol powered version out for a couple of hours, and good as it was, it just reinforced what a 'dieselhead' I am.

Although it shares the same 118bhp power output as the diesel edition, there's just 115lb ft of torque on offer, instead of the generous 236lb ft that the diesel engine boasts. I miss that large wave of torque that catapults you along the road, and despite the two engines having similar acceleration

did quite well, without even thinking about driving economically. It certainly bodes well for someone that wants to attempt hypermiling and has the time and patience to do so.

Next month, you'll be able to read the first report on our new long-term Vitara 1.6 DDiS 4GRIP. Long-time Diesel Car



figures, I have to say that the diesel edition feels more lively under my right foot. Without trying, I managed more than 60mpg over a relatively challenging route mixed with sharp corners, plenty of hills and a liberal sprinkling of bumper to bumper urban motoring. The official (unreachable) laboratory figures quote a figure of 70.6mpg on the combined cycle, so I reckon that I

scribbler Iain Dooley is custodian for the next six months, and he is thrilled to bursting that he is running it. Except that's wrong – anyone that really knows Iain will understand that he rarely gets overexcited about anything, so you're in for some well-crafted, insightful, honest words about living with Suzuki's latest entrant for half a year. I don't know about you, but I can't wait!



## 22 YEARS AGO...

How things have changed. The cover of the December 1993 issue asked the question, which £10,000 diesel? Today you would be limited to a choice of four different Dacia diesels, but 22 years ago, that same amount of cash would get you a proper family sized car, albeit in base trim. The Fiat Tempra, Peugeot 405, SEAT Toledo and Vauxhall Cavalier competed for the title of best £10k car and in the end it was the Peugeot that won the most plaudits. Our testers praised it for being softer,

more cossetting than the cheapest car of the lot, the SEAT Toledo.

The 405 was also praised for being quieter, roomier and more comfortable. Elsewhere the Land Rover Discovery Tdi automatic was tested, with comments like "if there was an award for the most improved diesel of 1993, the Discovery would be a strong contender". We think they liked it! In the news section, our correspondents reported on new versions of the Peugeot 106 line-up, but were sad to see the pruning of the 205 range. Vauxhall added a trio of special editions to their stable, with Astra and Cavalier Ethos models, and a well-kitted out Frontera Diamond edition. Finally, Renault announced that the 21 Savanna 2.1 turbo diesel would go on sale in the UK, just months before the X56, or Laguna as we now know it to be, went on sale.

# MARKETPLACE

**A**nother month, another sales record, with 462,517 new cars registered during September, an 8.6 per cent rise compared to 2014. It also means that the new car tally for this year creeps over the two million mark, with 2,096,886 new vehicles registered so far this year. It's the first time that this has happened in September since 2004.

At first glance, it would appear that the damaging diesel stories that have been cooked over the past few months are bearing fruit, and the magnitude of the Volkswagen scandal hitting home, however, looking back at previous year's figures and the September total is usually two per cent lower than the year-to-date tally, meaning that the figures achieved this month

are perfectly normal. The March and September registration plate changes are traditionally a retail sale paradise, with more private motorists opting for the latest plate to impress family, friends and neighbours. Company and business purchases are scaled back, and we of course know that these are the traditional purchasers of diesel power because of the high mileages involved. Private motorists often do less miles and therefore the economics of diesel power don't always stack up, meaning that more petrol powered models are purchased.

Despite the VW diesel debacle, Golf sales held up remarkably well, with 56 per cent of buyers opting for TDI engines in September. It'll be interesting to see how this all plays out.

## BEST SELLERS

	SEP 2015		YEAR-TO-DATE	
1	Ford Fiesta	22,807	Ford Fiesta	108,054
2	Vauxhall Corsa	15,670	Vauxhall Corsa	72,835
3	Ford Focus	14,258	Ford Focus	69,053
4	Volkswagen Golf	13,603	Volkswagen Golf	59,200
5	Volkswagen Polo	11,026	Nissan Qashqai	49,715
6	Nissan Qashqai	10,119	Volkswagen Polo	45,537
7	MINI Hatch	8,754	Vauxhall Astra	42,687
8	Vauxhall Astra	7,920	Audi A3	38,253
9	Vauxhall Mokka	7,670	MINI Hatch	35,679
10	Fiat 500	7,460	Mercedes-Benz C-Class	35,505

## DIESEL BEST SELLERS

	SEP 2015		YEAR-TO-DATE	
1	Volkswagen Golf	7,688	Volkswagen Golf	34,309
2	Ford Focus	6,850	Ford Focus	32,800
3	Nissan Qashqai	6,476	Nissan Qashqai	30,924
4	Mercedes-Benz C-Class	5,299	Mercedes-Benz C-Class	26,875
5	Mercedes-Benz A-Class	5,016	Vauxhall Insignia	24,388
6	BMW 3 Series	5,002	BMW 3 Series	23,438
7	Mercedes-Benz E-Class	4,869	Ford Kuga	23,011
8	Ford Kuga	4,590	Audi A3	21,411
9	BMW 1 Series	4,190	Mercedes-Benz A-Class	19,998
10	Vauxhall Mokka	3,880	Mercedes-Benz E-Class	19,484

## BEST SELLING CAR MAKERS

		SEP 2015	MARKET SHARE%		YEAR-TO-DATE	MARKET SHARE%
1	Ford	55,083	11.91%	Ford	268,328	12.80%
2	Vauxhall	43,848	9.48%	Vauxhall	212,100	10.11%
3	Volkswagen	39,263	8.49%	Volkswagen	182,441	8.70%
4	BMW	29,713	6.42%	Audi	133,300	6.36%
5	Nissan	28,473	6.16%	Nissan	124,967	5.96%
6	Audi	28,437	6.15%	BMW	124,309	5.93%
7	Mercedes-Benz	27,610	5.97%	Mercedes-Benz	116,509	5.56%
8	Toyota	19,095	4.13%	Peugeot	84,593	4.03%
9	Peugeot	16,875	3.65%	Toyota	81,604	3.89%
10	Hyundai	15,504	3.35%	Citroën/DS	70,887	3.40%



# NEW CAR REGISTRATION BREAKDOWN

	SEP 2015	M.SHARE %	YEAR-TO-DATE	M.SHARE %
Diesel sales	212,505	45.90%	1,004,424	47.90%
Petrol sales	237,896	51.40%	1,036,181	49.40%
Pure electric	1,552		6,955	
Plug-in hybrid	2,363		14,041	
Diesel hybrid	596		3,232	
Petrol hybrid	7,605		32,053	
Alternative fuel sales	12,116	2.60%	56,281	2.70%
Total sales	462,517		2,096,886	

# REGISTRATION WINNERS

		REGISTRATIONS - SEP 2015	REGISTRATIONS - SEP 2014	INCREASE %
1	Jeep	2,097	762	175.20%
2	smart	1,838	802	129.18%
3	SsangYong	806	363	122.04%
4	Porsche	1,910	1,022	86.89%
5	Jaguar	4,860	3,173	53.17%
6	Maserati	232	158	46.84%
7	MG	511	357	43.14%
8	Subaru	821	617	33.06%
9	Dacia	4,455	3,523	26.45%
10	Nissan	28,473	22,550	26.27%

# REGISTRATION LOSERS

		REGISTRATIONS - SEP 2015	REGISTRATIONS - SEP 2014	DECREASE %
1	Chrysler	2	390	-99.49%
2	Chevrolet	1	3	-66.67%
3	Infiniti	106	214	-50.47%
4	Mitsubishi	2,686	3,527	-23.84%
5	Alfa Romeo	878	1,014	-13.41%
6	Land Rover	9,809	10,915	-10.13%
7	SEAT	8,655	9,594	-9.79%
8	Peugeot	16,875	17,865	-5.54%
9	Suzuki	7,701	8,070	-4.57%

JUST 9 CAR MAKERS SUFFERED A LOSS DURING SEPTEMBER 2015

Data supplied by:

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## AUDI SQ5 TDI PLUS



Alfa Romeo MiTo	Facelift	2016
Alfa Romeo Giulietta	Facelift	2016
Alfa Romeo Giulia	New model	2016
Alfa Romeo Crossover	New model	2016
Audi A3	Facelift	2016
Audi A4	New model	November 2015
Audi A4 2.0 TDI (190) Manual	New derivative	April 2016
Audi A4 Avant	New derivative	January 2016
Audi A4 Allroad	New derivative	2016
Audi A5 Sportback	New model	2016
Audi A5 Coupé	New model	2016
Audi A5 Convertible	New model	2016
Audi A7	New model	2017
Audi Q1	New model	2016
Audi Q5	New model	2016
Audi SQ5 TDI Plus	New derivative	October 2015
Audi Q7 3.0 TDI (215bhp)	New derivative	October 2015
Audi Q7 e-tron quattro plug-in hybrid	New derivative	2016
Audi SQ7	New engine	2016
Bentley Bentayga Diesel	New engine	2017
BMW 330e Plug-In Hybrid	New derivative	2016
BMW 5 Series	New model	2016
BMW 5 Series Touring	New derivative	2016
BMW 7 Series	New model	October 2015
BMW X1	New model	October 2015
BMW X1 xDrive18d	New derivative	November 2015
BMW X1 xDrive20d	New derivative	November 2015
BMW X5 xDrive40e	New derivative	October 2015
BMW X7	New model	2016
Citroën C3	New model	Autumn 2016
Citroën C3 Picasso	New model	Winter 2016
DS 3	Facelift	Spring 2016
DS 4	Facelift	November 2015
DS 4 Crossback	New derivative	November 2015
DS 5 BlueHDi 120 Automatic	New derivative	Winter 2015
Fiat 500 1.3 MultiJet	New engine	December 2015
Fiat 500X 1.3 MultiJet	New engine	Autumn 2015
Ford Ka	New model	2016
Ford Fiesta	New model	2017
Ford Fiesta Vignale	New derivative	2017
Ford B-MAX	Facelift	2016
Ford EcoSport	Facelift	October 2015
Ford Focus ST Diesel PowerShift	New derivative	2016
Ford Kuga	Facelift	2016
Ford Vignale Kuga	New derivative	2016
Ford Vignale S-MAX	New derivative	2016
Ford Edge	New model	Spring 2016
Ford Ranger	Facelift	Autumn 2015

Honda Civic	New model	2017
Infiniti Q30	New model	December 2015
Infiniti QX30	New model	2016
Infiniti Q60	New model	2016
Jaguar XE 2.0d TwinTurbo	New engine	2016
Jaguar XF 2.0d TwinTurbo	New engine	2017
Jaguar XF Sportbrake	New bodystyle	2017
Jaguar XJ	Facelift	Autumn 2015
Jaguar F-Pace	New model	Spring 2016
Jeep Medium SUV	New model	Summer 2017
Jeep Grand Cherokee	Facelift	Autumn 2016
Kia Rio	New model	2017
Kia cee'd	Facelift	October 2015
Kia pro_cee'd	Facelift	October 2015
Kia Hybrid	New model	2016
Kia Optima	New model	Winter 2015
Kia Optima Sportswagon	New bodystyle	2016
Kia Sportage	New model	February 2016
Land Rover Defender	New model	2018
Land Rover Discovery	New model	2017
Lexus CT 200h Sport	New derivative	Autumn 2015
Lexus IS 300h Sport	New derivative	Autumn 2015
Lexus RC 300h	New derivative	January 2016
Lexus GS	Facelift	Winter 2015
Lexus RX 450h	New model	January 2016
Lexus LS	New model	2016
Maserati Levante	New model	2016
Mercedes-Benz C-Class Coupé	New bodystyle	December 2015
Mercedes-Benz C-Class Convertible	New bodystyle	2016
Mercedes-Benz E-Class	New model	2016
Mercedes-Benz GLC-Class	New model	October 2015
Mercedes-Benz GLC-Class 2WD	New derivative	2016
Mercedes-Benz GLC-Class Coupé	New model	2016
Mercedes-Benz GLC 350 d	New engine	2016
Mercedes-Benz GLS-Class	Facelift	2016
Mercedes-Benz SLC-Class	Facelift	2016
Mercedes-Benz Pick-Up	New model	2018
MG GS	New model	2016
MINI Clubman	New model	October 2015
MINI Clubman Cooper SD	New derivative	2016
MINI Convertible	New model	Winter 2015
MINI Countryman	New model	2016
Mitsubishi ASX	New model	2016
Mitsubishi Shogun	New model	2016
Nissan Leaf	Facelift	December 2015
Nissan Micra	New model	2016

## JAGUAR F-PACE





If you've made your mind up that you want to treat yourself to a new car, then check out these pages to see what's coming soon. Here we highlight all of the upcoming new models that the dealers don't want you to know about, as they would prefer to shift the soon to be obsolete metal languishing in their showrooms. Don't be

surprised if the salesman pretends not to know anything about them, but rest assured, our information is rock solid and has been gleaned from those in the know and company insiders. You won't find a more comprehensive guide to the diesel, sub-100g/km and alternative fuel market in the business.



Nissan Juke	New model	2017
Nissan NP300 Navara	New model	2016
Peugeot 2008	Facelift	2016
Peugeot 3008	New model	2016
Peugeot B-Sector MPV	New model	Autumn 2016
Porsche Macan S e-Hybrid	New derivative	2015
Porsche Panamera	New model	2016
Range Rover Evoque Convertible	New bodystyle	Spring 2016
Renault Megane	New model	Summer 2016
Renault Megane GT dCi 165	New derivative	Autumn 2016
Renault Megane dCi Hybrid Assist	New derivative	2017
Renault Megane Sports Tourer	New bodystyle	Autumn 2016
Renault Scenic	New model	2016
Renault Grand Scenic	New bodystyle	2016
Renault Large SUV	New model	2017
Renault Pick-up	New model	2017
SEAT Mii	Facelift	2016
SEAT Ibiza	New model	2017
SEAT Medium SUV	New model	2016
Skoda Citigo	Facelift	2016
Skoda Fabia GreenLine	New derivative	Autumn 2015
Skoda Roomster	New model	2016
Skoda Superb GreenLine	New derivative	Autumn 2015
Skoda Superb SportLine	New derivative	Spring 2016
Skoda Superb Scout	New derivative	2016
Skoda Large SUV	New model	2016
smart fortwo cabrio	New bodystyle	February 2016
smart fortwo electric drive	New derivative	Autumn 2016
SsangYong Tivoli Extended Body	New bodystyle	Spring 2016
Suzuki Ignis	New model	2016
Suzuki Swift	New model	2017

Suzuki Baleno	New model	Summer 2016
Tesla Model X	New model	Autumn 2016
Toyota Prius	New model	Spring 2016
Toyota RAV4	Facelift	December 2015
Toyota RAV4 Hybrid	New derivative	Spring 2016
Toyota Hilux	New model	2015
Vauxhall Meriva	New model	2016
Vauxhall Astra	New model	October 2015
Vauxhall Astra 1.6 CDTi ecoFLEX	New engine	January 2016
Vauxhall Astra 1.6 CDTi BiTurbo	New engine	January 2016
Vauxhall Astra Sports Tourer	New bodystyle	Spring 2016
Vauxhall Zafira	New model	2016
Vauxhall Insignia	New model	2016
Vauxhall Mokka	Facelift	2016
Volkswagen up!	Facelift	2016
Volkswagen Golf	Facelift	Autumn 2016
Volkswagen Golf Cabriolet	Facelift	Spring 2016
Volkswagen Passat GTE	New derivative	January 2016
Volkswagen Passat Alltrack	New derivative	November 2015
Volkswagen CC	New model	2016
Volkswagen Touran	New model	December 2015
Volkswagen Touran R-Line	New derivative	2016
Volkswagen Sharan	Facelift	October 2015
Volkswagen Tiguan	New model	2016
Volvo S60	New model	2017
Volvo S90	New model	2016
Volvo V40	Facelift	2016
Volvo V40 Cross Country	Facelift	2016
Volvo V60	New model	2017
Volvo V90	New model	2016
Volvo V90 Cross Country	New model	2016
Volvo XC40	New model	2018
Volvo XC60	New model	2017



## RUMOUR MILL

### CITROËN

With the replacement for the C3 Picasso mini MPV set to be unveiled next year, Citroën will soon begin the runout phase of the current car by selling Edition and Platinum versions, replacing the current diesel VTR+ and Exclusive models. Power will come from BlueHDi 100 engines.

### CITROËN

The availability of the ETG6 automated manual gearbox in diesel variants of the C4 Cactus were discontinued when the Euro-5 models were axed earlier in the year, but the transmission is set to make a return paired to the BlueHDi 100 engine. Touch, Feel and Flair versions will be on offer.

### RENAULT

Distinctive special value versions of the Twingo, Clio and Captur are set to be revealed, all wearing the nameplate Iconic. And just ahead of these new models, Renault will discontinue Expression+ editions of the Clio, replacing them with Play models, to fall in line with the smaller Twingo line-up.

## EURO 6 WATCH

# 89%

Percentage of models listed in our data files that meet the latest Euro-6 emissions regulations

## WHAT'S NEW

## FORD

Following its unveiling earlier this year, Ford has announced prices for the updated Ranger pick-up line-up, with the first examples arriving in showrooms after Christmas. The power of the 2.2-litre TDCi engined vehicles has been boosted from 148 to 158bhp, with the flagship 3.2-litre TDCi editions remaining the same as before at 197bhp. As before, there's a choice of different models in XL, XLT, Limited 1, Limited 2 and Wildtrak editions, with prices starting at £20,471 for an XL 2.2 TDCi Double Cab. CO<sub>2</sub> emissions are reduced compared to before, with the 2.2-litre TDCi model with the eco-axle emitting just 171g/km, though that model is only able to haul a load of 1,800kg. A towing axle that can pull up to 3,500kg is offered



as a no-cost option, but CO<sub>2</sub> emissions suffer as a result, with 185g/km emitted. That's still a comfortable improvement of 21g/km compared to the outgoing model equipped with a six-speed manual transmission. The flagship of the range, the Ranger Wildtrak, is priced at £31,350

in manual guise, and £32,370 when fitted with a six-speed automatic transmission and represents a price increase of up to £655. The running costs of the Wildtrak have been improved considerably with the manual edition capable of 34.0mpg, compared to 29.1mpg previously, with CO<sub>2</sub>

emissions reduced from 256 to just 218g/km. And it's a similar story for the automatic edition, with fuel efficiency boosted from 28.2 to 31.7mpg, and CO<sub>2</sub> emissions improve from 265 down to 234g/km. The revised Ranger line-up is available to order now from Ford dealers.

## HYUNDAI

The recent Frankfurt motor show marked the debut of the revised Santa Fe SUV range, though it is likely that only Hyundai enthusiasts will be able to notice the differences, unless the cars are parked side-by-side. Freshly designed front and rear bumpers feature redesigned fog lights and LED daytime running lights, while at the rear, there's a new graphic for the LED tail lights. The alloy wheels have been redesigned, too, and the xenon projector headlights have a different layout compared to before. On the inside, the instruments and satellite navigation system have been re-profiled to get a more upmarket look and feel. In addition, a number of new safety systems are available for the first time, including autonomous emergency braking, blind spot recognition, adaptive cruise control, a rear cross traffic alert system and a 360 degree camera system. The engine has been updated so that it meets the new Euro-6 emissions standards and now produces 197bhp and 325lb ft of torque, up from 194 and 322lb ft, respectively. Strangely, the CO<sub>2</sub> emissions for the manual editions have crept up by 3g/km, though the automatic versions are 1g/km lower than before. An axle has been taken to the line-up, with entry-level Style models discontinued, leaving just Premium and Premium SE editions. The former is offered with a choice of five- or seven-seats, while the latter is fitted with seven chairs. Standard equipment for both models includes satellite navigation, 18-inch alloy wheels, DAB digital radio, a reversing camera, rear privacy glass, heated seats front and rear, and leather upholstery, as well as Bluetooth mobile phone connectivity, cruise control and

automatic headlights and wipers. Seven-seat versions also include rear air conditioning and self-levelling rear suspension. Flagship Premium SE models are even better equipped with 19-inch alloy wheels, a panoramic glass sunroof, electric tailgate, an automated parking system, xenon headlights, a lane departure warning system and ventilated front seats. There's also a heated steering wheel, blind spot recognition, keyless entry and start, adaptive cruise control, the around view monitor, autonomous emergency braking and a tyre pressure monitoring system. All UK models feature four-wheel-drive, with prices starting at £31,245 for the Premium 2.2 CRDi five-seat manual, and rising to £37,825 for the Premium SE 2.2 CRDi seven-seat automatic. The new cars are available to order now.



SEE ALL OF THESE NEW MODELS IN OUR UP-TO-DATE



## SHEDDING GRAMS

### JEEP

Despite only being launched earlier this year, 1.6-litre Multijet versions of the Jeep Renegade didn't meet the latest Euro-6 emissions standards. That has now been rectified and the latest models reaching showrooms now are fully compliant, and are even a little more economical, with 64.2mpg quoted for the

combined fuel cycle and CO<sub>2</sub> emissions of 115g/km. Previously the Renegade delivered 61.4mpg and 120g/km, respectively. The latest Renegade models are available to order now with no different in price compared to before. The cheapest model weighs in at £18,695 for the Sport, and £22,895 for the top-of-the-range Limited.



### HYUNDAI

The facelifted ix20 was revealed at the Geneva motor show in March and is just arriving in Hyundai showrooms now. The eagle-eyed will notice a new hexagonal front grille and more prominent headlights, while at the rear there's a fresh design to the tail lights. The line-up has been slimmed down to just two models, both powered by a 114bhp 1.6-litre CRDi engine meeting the latest Euro-6 emissions regulations. Stop-start technology helps the unit to achieve a claimed 64.2mpg on the combined cycle, while emitting 115g/km of CO<sub>2</sub>. The SE model is priced at £15,745, with the plusher Premium edition costing £16,695. Standard equipment on each version includes air conditioning, front fog lights, power folding door mirrors, electric windows all round, rear parking sensors, Bluetooth mobile phone connectivity and 16-inch alloy wheels, while the more upmarket Premium versions also include a panoramic electric sunroof and rear privacy glass. The revised ix20 range is available to order now.



### KIA

Prices have been announced for the revised cee'd line-up, with the entry-level 1 model costing just £100 more than before. This time around, there's a choice of 20 different versions, including seven-speed dual-clutch automatic transmission versions paired to the 1.6-litre CRDi engine, and sporty GT-Line editions that have the looks of the hot-hatch GT versions, but mated to more affordable engines. Enhancements include revised suspension settings to improve handling and ride, extra soundproofing for all diesel variants, and an uplift in the choice of safety devices on offer. Additional chrome detailing features on the dashboard, and all models now come with DAB digital radio as standard. As before, there's a choice of a five-door hatchback and Sportswagon estate, with prices starting at £16,195 for the level 1 1.4 CRDi and rising to £25,495 for the Sportswagon 4 Tech 1.6 CRDi. Special value SR7 versions are offered with the latest range, too, alongside 1, 2, 3, 4 and 4 Tech editions, as well as the GT-Line models mentioned earlier. The latest range is available to order now from Kia dealers.

### KIA

Not to be left behind, the cee'd's sportier sister car has been treated to a series of enhancements, too, including a revised front bumper, incorporating a new oval mesh for the grille. Improved soundproofing to enhance noise, vibration and harshness has been installed, and the suspension settings have been tweaked for better comfort levels. There's a new seven-speed dual-clutch automatic transmission for the first time, and GT-Line models add an extra touch of sportiness for diesel variants. The four model pro\_cee'd line-up are all powered by the same, more powerful 134bhp 1.6-litre CRDi engine, paired to a manual or automatic transmission, with the option of level 2 or GT-Line equipment levels. Compared to the outgoing model, diesel prices kick off £600 lower than before at £18,395 for the level 2 1.6 CRDi and rise to £21,730 for the GT-Line 1.6 CRDi automatic. The updated pro\_cee'd range is available to order now.





## MERCEDES-BENZ

The C-Class range continues to fill out, with the latest two-door coupé to join the line-up. Available to order now ahead of its arrival



## LATEST EURO NCAP CRASH TEST RESULTS

	ADULT OCCUPANT PROTECTION	CHILD OCCUPANT PROTECTION	PEDESTRIAN PROTECTION	SAFETY ASSIST	OVERALL SCORE
Hyundai Tucson	86%	85%	71%	71%	★★★★★

in showrooms in December, the latest car is offered with a choice of two powerplants, both 2.1-litre in size – a 168bhp C 220d and a more powerful 201bhp C 250 d. The former is offered with a choice of six-speed manual or nine-speed automatic transmission, while the latter is exclusively available with the self-shifting gearbox. Each of these editions are offered in a choice of Sport or AMG Line trim levels. CO<sub>2</sub> emissions are as low as 106g/km in C 220 d Sport guise – the same for both manual and automatic transmission cars – while the C 250 d Sport emits a notch more CO<sub>2</sub> at 109g/km. Standard equipment includes 17-inch alloy wheels, LED headlights and tail lights, an automated parking system, reversing camera, man-made leather upholstery, heated front seats, satellite navigation and an autonomous emergency braking system. AMG Line versions adopt a sportier and more dynamic look, including 18-inch five-spoke alloy wheels, a diamond-effect grille with chrome pins and lowered sports suspension, while on the inside there's black ash wood trim, a flat-bottomed AMG steering wheel, together with brushed steel sports pedals and the roof lining finished in black. Compared to the outgoing C-Class Coupé, the new model costs around £2,500 extra, with prices starting at £33,465 for the C 220 d Sport Coupé with manual gearbox, and rising to £37,615 for the C 250 d AMG Line Coupé automatic.

## GOING, GOING, GONE

Here we mention all of the models that have been discontinued from the car maker's price lists in the past month, so you don't get caught-out buying an out-of-date model. There's likely to be some keen deals on these end-of-the-line editions, so if you do choose one, make sure that you haggle hard and squeeze every single penny out of the dealer.

Audi A4 (All previous generation models)

Hyundai ix20 (All pre-facelift versions)

Hyundai ix35 (All models)

Hyundai Santa Fe (All models before facelift)

Kia cee'd (All pre-facelift editions)

Kia pro\_ceed (All versions before facelift)

Mitsubishi Outlander (All pre-facelift models)

Mitsubishi Shogun (All Euro-5 models)

SEAT Ibiza (All pre-facelift editions)

SsangYong Korando (All Euro-5 2.0-litre versions)

Toyota Land Cruiser V8 4.5 D-4D Automatic

Volkswagen Sharan (All pre-facelift models)



SEE ALL OF THESE NEW MODELS IN OUR UP-TO-DATE



## SKODA

There's a new flagship right at the top of the Octavia diesel line-up, with the addition of a new four-wheel-drive edition of the legendary vRS. Powered by the same 181bhp 2.0-litre TDI engine, it is mated exclusively to a six-speed DSG twin-clutch automatic transmission. Arriving in showrooms later this year, prices start at £27,315 for the hatchback, with the estate edition costing £1,200 more. Coinciding with the launch of this new model, Skoda has

enhanced the equipment on all vRS editions, with satellite navigation now fitted as standard, though prices have risen by £400. Previously it would have cost buyers an extra £755, which represents a customer saving of £355. The price tag of the front-wheel-drive Octavia vRS 2.0 TDI manual hatchback is now £24,475, while the vRS 2.0 TDI automatic estate is £27,065. More than 30,000 Octavia vRS models have found homes since the model was first launched back in 2001.



## PRICE CHANGES

### MAZDA

For the second time this year, Mazda has increased the price of the CX-5 crossover, with the cost of each model increasing by between £200 and £400, depending on model. The result being that the flagship of the line-up, the 173bhp Sport Nav 2.2 Diesel AWD automatic now costs £1,100 more than it did a year ago, with the latest car priced at £30,995. The latest increase became effective on 1st October, with the cheapest version, the 148bhp SE-L Nav 2.2 Diesel 2WD costing £24,995, a rise of £200 compared to before.

### TOYOTA

The prices of all Auris, Verso and Avensis models have been increased by Toyota, effective immediately. Every Auris now costs £400 more, with Verso models priced at £350 extra, while Avensis saloon and Touring Sports models have price tags that have risen by £160. The cheapest diesel Auris now costs £19,895 for the Icon 1.6 D-4D hatchback, while the mid-range Verso Trend 1.6 D-4D is priced at £23,345, with the Avensis Excel 2.0 D-4D saloon model costing £26,795.



## SSANGYONG

The latest Korando has been announced by SsangYong, and for 2016 it features a more powerful 176bhp 2.2-litre diesel engine. But despite the increase, CO<sub>2</sub> emissions and fuel economy figures are better than before. Two-wheel-drive editions now emit 139g/km of CO<sub>2</sub>, with 53.3mpg capable on the combined cycle, which compares favourably to the 147g/km and 47.1mpg managed by the outgoing 2.0-litre model. Inevitably prices have increased by £1,000 compared to before, with the six model line-up kicking off at £15,995. Both entry-level SE models and mid-range EX versions are offered with a choice of both two- and four-wheel-drive, while the top-of-the-range ELX editions come paired to four-wheel-drive, with the option of a six-speed manual or automatic transmission. Like its predecessor, the Korando is likely to win buyers thanks to its superb towing capacity of 2,000kg for all versions. Every model features air conditioning, 16-inch alloy wheels, roof rails, a leather steering wheel and gear knob, LED daytime running lights, cruise control, Bluetooth mobile phone connectivity, power folding door mirrors and electric windows all round. Mid-specification EX versions include heated front seats, climate control, rear privacy glass, larger 17-inch alloy wheels, a seven-inch touchscreen, Bluetooth audio streaming, rear parking sensors and an auto-dimming rear view mirror. The flagship ELX

version adds TomTom satellite navigation, a reversing camera, chrome detailing to the speaker grilles and door handles, larger 18-inch alloy wheels, a piano black and chrome front grille, as well as leather upholstery, an electrically adjustable driver's seat and heated chairs front and rear. As before, all models come with SsangYong's industry beating five-year limitless mileage warranty, with the first examples arriving in showrooms around now. Prices start at £16,995 for the SE 2WD and rise to £22,495 for the ELX 4WD automatic.





**“...think of the DS 4 as more of a coupé with some added practicality, and the pumped up nature of the new breed of crossover vehicles.**

**J**ust a year after Citroën announced that it was separating out its DS models into a separate upmarket brand, the newly established firm is launching its second new model. Earlier this year, the revitalised DS 5 hit dealer showrooms, sporting a more prestige and prominent front end treatment, including what will become the trademark DS Automobiles front grille, and now it's the turn of the mid-sized DS 4 to get similar treatment, but with an interesting twist.

When the DS 4 was first revealed back in 2010, its positioning wasn't immediately clear, as its design seemed to merge an SUV stance with the attractiveness of a coupé body. And although not immediately apparent on account of the hidden door handles, designers had added some extra convenience courtesy of an extra pair of doors. So think of the DS 4 as more of a coupé with some added practicality, and the pumped up nature of the new breed of crossover vehicles. Except forget that now with the facelift, as the standard DS 4 has had its height altered thanks to lower suspension to make it appear more mainstream, and a separate more clearly defined crossover edition is launched alongside, called the DS 4 Crossback. It boasts a ride height that has been increased by 30 millimetres to give a more credible SUV stance to what is

now the more lifestyle orientated edition of the new DS 4 range. It's this Crossback model fitted with the flagship 178bhp 2.0-litre BlueHDI that we tested on the European launch of the new car.

One of the biggest criticisms of the earlier DS 4 was its ride comfort which was far too harsh. Thankfully the engineers have listened to the criticism and solved the issue completely, with a suspension setup that delivers great pliancy over all surfaces, soaking up imperfections and potholes nicely. While we will reserve final judgement until we are able to test the new DS 4 on UK roads, we're confident that the harshness is a thing of the past, even on the 18-inch alloy wheels of our test car. The BlueHDI 180 engine delivers decent pace away from the lights, with good mid-range pull, and better responsiveness from the six-speed automatic transmission than we've been used to with this engine and gearbox combination. The engine is quiet and refined, remaining a remote backing track in most circumstances, and road and wind noise is neatly contained, too. The steering feels quite accurate and precise, and thanks to an almost total absence







## DS 4 Crossback

<b>Model tested</b>	Crossback BlueHDi 180 Automatic
<b>Price</b>	£26,495
<b>Made in</b>	Mulhouse, France
<b>Configuration</b>	5-door crossover, 5-seats, front-wheel-drive
<b>Drivetrain</b>	1997cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start and selective catalyst reduction
<b>Transmission</b>	6-speed automatic
<b>Power output</b>	178bhp @ 3,750rpm
<b>Maximum torque</b>	295lb ft @ 2,000rpm
<b>Top speed/0-62mph</b>	127mph/8.6 secs
<b>CO2 emissions (tax band)</b>	115g/km (C) Euro 6

<b>Economy (urban/extra urban/combined)</b>	53.3/72.4/64.2mpg
<b>Fuel tank size/range</b>	60 litres/847 miles
<b>Insurance group/BIK rate</b>	tba/21%
<b>Size (length/width without mirrors)</b>	4,284/1,810mm
<b>Boot space (minimum/maximum)</b>	385/1,021 litres
<b>Kerb/max towing weight</b>	1,420/1,550kg
<b>Euro NCAP safety rating</b>	★★★★★ (pre-facelift tested)
<b>DieselCar rating</b>	★★★★★



of body lean, the Crossback feels quite agile through the bends, while grip levels are high, too, giving confidence when negotiating fast corners.

Few changes have been made to the interior of the DS 4, and that's just fine as it was already a good place to spend time thanks to an attractively designed fascia and supportive seats that hug your frame nicely. Neat touches include the colour of the backlit instruments that can be altered, and the option of a distinctive watchstrap leather upholstery that has become a trademark of DS cars. The slightly elevated seating position is great, and thanks to plenty of adjustment to both the steering wheel and seats, it's very easy to get a comfortable driving position. Storage around the car is pretty good, with a neatly accessible storage area ahead of the gear lever, decently proportioned door pockets, but the glovebox will be small on account of the fuse box taking up most of the space on UK-specification right-hand-drive cars. The access to the USB socket in front of the gear lever isn't easy, as the gap to squeeze your hand through is too small for most adult hands. And you'll need that

if you want to make use of the new Apple CarPlay, which makes its debut on the DS 4. The system mirrors the view that you see on your smartphone on the newly introduced touchscreen, making applications like Google Maps incredibly easy to use, and as a result the onboard satellite navigation is virtually redundant. The materials used throughout the DS 4 feel generally good, though some of the buttons don't feel quite as substantial and as nicely finished as some of the Crossback's rivals. Space inside is well proportioned with a decent amount of both head and legroom both front and back, though access to the rear seats is more of a challenge due to the shape of the rear doors, and the fact that they're shallower than most rivals. Back seat occupants should also be aware that the rear windows are fixed and don't wind down. Sat in the driver's seat, rearward vision is a bit of a problem, not only

<b>On sale</b>	Now
<b>In showrooms</b>	November 2015
<b>Prices</b>	£23,495 to £26,495
<b>Bodystyles</b>	5-door crossover
<b>Engines</b>	1.6 (118bhp), 2.0 (158bhp)
<b>Trim levels</b>	Crossback
<b>Also consider</b>	Mercedes-Benz GLA—Class, Volvo V40 Cross Country

because the rear window is quite shallow, but also because the pillars are so chunky. Thankfully rear parking sensors are fitted to all versions to alleviate this problem. Boot space is well up to class standards, once you've negotiated the high rear sill, with 385 litres of luggage room with the seats up and 1,021 litres when folded down.

**Ian Robertson**



**W**hen BMW launched its original X1 back in 2009, it was not so much an SUV as a rugged estate car. Lower-slung than other SUVs, it actually shared a platform with the 3-Series Touring. It has done well for BMW, selling some 800,000 worldwide and 41,000 here in the UK. Now the second generation X1 has arrived and it is taller and hunkier, based this time on the same underpinnings as the 2-Series Active Tourer and the new MINI Clubman that arrives next month.

**Boot space has gone up by 85 litres compared with the old X1, and is a good size at 505 litres.**

By giving the car a transverse engine and shorter bonnet, BMW has chopped 38 millimetres off the length of the new X1, and made it more of a looker with better visual proportions, while adding a bit more interior space. The ride height of the car has risen

by 53 millimetres and the width by 23. The model range, though, has been slashed – from 31 different versions in the old line-up to just 16 in the new one. It starts with an entry-level sDrive18d diesel with front-wheel drive, and further up the range are two







## BMW X1

<b>Model tested</b>	xDrive20d Sport Automatic
<b>Price</b>	£33,370
<b>Made in</b>	Leipzig, Germany
<b>Configuration</b>	5-door SUV, 5-seats, four-wheel-drive
<b>Drivetrain</b>	1995cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
<b>Transmission</b>	8-speed automatic
<b>Power output</b>	188bhp @ 4,000rpm
<b>Maximum torque</b>	295lb ft @ 1,750rpm
<b>Top speed/0-62mph</b>	136mph/7.6 secs
<b>CO2 emissions (tax band)</b>	128g/km (D) Euro 6
<b>Economy (urban/extra urban/combined)</b>	50.4/64.2/57.6mpg
<b>Fuel tank size/range</b>	51 litres/646 miles

<b>Insurance group/BIK rate</b>	30/23%
<b>Size (length/width with mirrors)</b>	4,439/2,060mm
<b>Boot space (minimum/maximum)</b>	505/1,550 litres
<b>Kerb/max towing weight</b>	1,625/2,000kg
<b>Euro NCAP safety rating</b>	Not yet tested
<b>DieselCar rating</b>	★★★★

higher-powered diesels with all-wheel-drive. Our xDrive20d test car with four-wheel-drive is likely to be the biggest seller.

The driving experience is a step up from the previous X1. The re-design has slightly elevated the driving position for improved visibility, and also made it a little easier to gauge where the extremities are when manoeuvring. There is a tidy efficiency about the handling, with decent body control and not much lean when you hustle the car along on a country road. Steering feel is pretty reasonable, with a slick action that is better than some rival SUVs. The ride quality is quite impressive, mopping most surface undulations rather effectively, while refinement is pretty fair too. There's minimal wind noise, not much surface clatter, and engine noise isn't at all intrusive unless you gun it hard when in a press-on mood. The xDrive intelligent four-wheel-drive system does its job very efficiently, and shifts the ratio of power between front and rear in response to sensors detecting any slippage under the wheels. This, together with standard hill descent control, gives the new X1 surprisingly good off-road agility – not that most owners would ever explore it.

Interior quality has taken a step up

from the old model X1, and there's a very classy prestige air about the cabin, especially in the up-scale xLine models. The redesign has squeezed in a little more space inside, with a bit more headroom all round, and added elbow room is noticeable in the back. Wood trim is optional on some versions, but it's rather dull and artificial in style, and the aluminium trim interiors benefit from a fresher and more modern style. Boot space has gone up by 85 litres compared with the old X1, and is a good size at 505 litres, and noticeably larger than the luggage room in a rival Audi Q3 (420 litres) and marginally larger than the Mercedes-Benz GLA-Class at 481 litres. With the rear seat row folded, the X1's total cargo room expands to 1,550 litres, a massive 200 litres leap over its predecessor. Optionally, you can have a fold-down front passenger seat for extra load length, and electric folding and reclining rear seats.



<b>On sale</b>	Now
<b>In showrooms</b>	November 2015
<b>Prices</b>	£28,330 to £36,060
<b>Bodystyles</b>	5-door SUV
<b>Engines</b>	2.0 (148bhp), 2.0 (188bhp), 2.0 (228bhp)
<b>Trim levels</b>	SE, Sport, xLine
<b>Also consider</b>	Audi Q3, Mercedes-Benz GLA-Class

The new X1 is a huge change from the original car, and a welcome one. BMW has brought its smallest X model more in line with its bigger siblings, and transformed it into a more typically pumped-up SUV with improvements in space and practicality. It's an all-round improvement that gives the second generation X1 a wider appeal than its slightly ungainly-looking predecessor.

**Sue Baker**





## Audi A4 Avant

**A**udi's new generation A4 has only just gone on sale in the UK, and now with unusual rapidity here comes another variant, the estate version. This is the sixth generation of Avant, and like its stablemate saloon, this new one is impressive for aerodynamic efficiency. The long-back version of Audi's mid-range big seller has slippery body lines and a lowly drag coefficient of 0.26 Cd.

The immediate impression behind the wheel is what a very civilised car this is to drive. The low drag co-efficient contributes to remarkably good refinement, with hushed behaviour and minimal sound intrusion even at motorway pace. To our ears it sets a new refinement benchmark amongst its peers. The new Avant is constructed on the Volkswagen Group's latest MLB Evo platform, with its five-link fully independent front and rear suspension set-up. Driving calibre is high, the car has impressive poise, if maybe a bit short on actual character. The new Avant, like the saloon, is a slick performer, with great control through the bends and good ride quality on the standard 17-inch wheels. It irons out surface bumps with well-settled efficiency, and only very limited road rumble permeates into the calmness of the cabin. The steering has a more precise and informative feel than the previous A4 Avant, and seems to benefit from the new electro-mechanical steering design adopted for the new A4 range. The six-speed manual



<b>Model tested</b>	SE 2.0 TDI ultra
<b>Price</b>	£30,550
<b>Made in</b>	Ingolstadt, Germany
<b>Configuration</b>	5-door estate, 5-seats, front-wheel-drive
<b>Drivetrain</b>	1968cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start and selective catalyst reduction
<b>Transmission</b>	6-speed manual
<b>Power output</b>	148bhp @ 3,250–4,200rpm
<b>Maximum torque</b>	236lb ft @ 1,500–3,250rpm
<b>Top speed/0–62mph</b>	130mph/9.2 secs
<b>CO2 emissions (tax band)</b>	104g/km (B) Euro 6
<b>Economy (urban/extra urban/combined)</b>	60.1/78.5/70.6mpg

gearbox has a slick action and well-spaced ratios, but the seven-speed S-tronic automatic transmission seems to particularly suit the car, with only a very marginal increase in CO<sub>2</sub> emissions and fuel consumption.

Cabin quality is high, with a clean design, premium calibre furnishings, and a well-planned layout, including a neat tablet-style satellite navigation system and infotainment screen atop the dash, where it is much more convenient than the lower-set screens of some rival models. Even the base SE trim comes with a classy oblique pattern brushed aluminium trim that is easy on the eye and doesn't cause the unwelcome reflections of some glossier trim materials. Interior space is pretty good for the car's dimensions, a touch more generous than in the old model, and accommodating enough for five six-footers. The rear seat splits in a 60/40 fashion and has a quick-fold mechanism that includes red pop-up indicators that show you instantly if the seat backs are not securely latched back in place. The boot extends from 505 litres – 15 litres more than the previous model – to a maximum of 1,510 litres. It's just a pity that you can't achieve a completely flat floor when the seats go down. An ingenious feature is the automatic boot cover that rolls itself out of the way when the

<b>Fuel tank size/range</b>	40 litres/621 miles
<b>Insurance group/BIK rate</b>	tba/18%
<b>Size (length/width with mirrors)</b>	4,725/2,022mm
<b>Boot space (minimum/maximum)</b>	505/1,510 litres
<b>Kerb/max towing weight</b>	1,480/1,400kg
<b>Euro NCAP safety rating</b>	Not yet tested
<b>DieselCar rating</b>	★★★★



<b>On sale</b>	Now
<b>In showrooms</b>	January 2015
<b>Prices</b>	£30,550 to £40,350
<b>Bodystyles</b>	5-door estate
<b>Engines</b>	2.0 (148bhp), 2.0 (187bhp), 3.0 V6 (215bhp), 3.0 V6 (268bhp)
<b>Trim levels</b>	SE, Sport, S line
<b>Also consider</b>	BMW 3 Series Touring, Mercedes-Benz C-Class Estate

tailgate opens, and rollers back across the area when the lid shuts.

Standard equipment includes Xenon headlights, three-zone climate control, DAB digital radio, Bluetooth mobile phone connectivity, cruise control, keyless start, rear parking sensors and automatic wipers and headlights. Cutting edge safety aids include autonomous emergency braking and a pop-up bonnet for pedestrian protection in the event of an unfortunate accident.

The new A4 Avant is a significant step up from the previous model, and a very civilised and high quality medium size executive estate. It is classy, practical, and one of the quietest cars we have driven this year.

**Sue Baker**





## Kia cee'd

It's easy to forget that Kia's much applauded seven-year warranty has only been around for a little over eight years. It was the first generation cee'd that ushered in the sensational cover, early in 2007. Now we're examining the latest update to the cee'd range, a facelift to the second-generation car first introduced in 2012. A new front bumper, revised front grille and updated tail lights are the main changes, while inside there's a smattering of extra chrome. Under the skin, revisions to the suspension mean a more comfortable ride, and extra sound deadening better isolates engine noise from the cabin. Finally, a more powerful 1.6-litre CRDi engine has been introduced, and for the first time there's the option of pairing it to a new seven-speed twin-clutch automatic transmission, which is the model that we spent most time driving on the car's UK launch, though the interior photo depicts an alternative car with a manual gearbox.

In common with most modern automatics, there's a short pause between squiring the accelerator pedal and the car moving off. The newly introduced seven-speed twin-clutch automatic transmission changes gear incredibly efficiently, avoiding the jerkiness of some self-shifting gearboxes. Engine noise is well suppressed and only noticeable when the right pedal is planted in the footwell. Performance off the line is sprightly, though



<b>Model tested</b>	4 1.6 CRDi Automatic
<b>Price</b>	£23,730
<b>Made in</b>	Zilina, Slovakia
<b>Configuration</b>	5-door hatchback, 5-seats, front-wheel-drive
<b>Drivetrain</b>	1582cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
<b>Transmission</b>	7-speed twin-clutch automatic
<b>Power output</b>	134bhp @ 4,000rpm
<b>Maximum torque</b>	221lb ft @ 1,750–2,500rpm
<b>Top speed/0–62mph</b>	124mph/10.2 secs
<b>CO2 emissions (tax band)</b>	109g/km (B) Euro 6
<b>Economy (urban/extra urban/combined)</b>	61.4/72.4/67.3mpg
<b>Fuel tank size/range</b>	53 litres/785 miles

doesn't feel quite as quick as we think a 134bhp diesel engine should, though our test car was still tight with only a few miles on the clock, and so we would expect it to loosen up over time. We can't criticise its road manners, however, with taut body control through the bends, lots of grip, and nicely direct steering that delivers plenty of feel. While not quite hitting the same level of fun as the Focus is to drive, we rate the driving experience as every bit as good as the Volkswagen Golf, for instance. Ride comfort is particularly good, with excellent pliancy over all kinds of different surfaces, gliding over speed bumps and soaking up potholes with ease. One aspect that isn't so pleasing, and that's no doubt down to the size of the wheels, is the amount of road and tyre noise that enters the cabin – we wish the sound was as muted as the wind and engine is.

There have been only minor changes to the cabin and that isn't a problem because the ambience was already top notch. Additional piano black surfaces and chrome detailing are the main improvements. The design is attractive, with neatly laid out, well labelled controls, and a navigation screen that is perfectly positioned. Most of the surfaces are of a soft-touch nature, feeling

<b>Insurance group/BIK rate</b>	14/19%
<b>Size (length/width with mirrors)</b>	4,310/1,780mm
<b>Boot space (minimum/maximum)</b>	380/1,318 litres
<b>Kerb/max towing weight</b>	1,391/1,500kg
<b>Euro NCAP safety rating</b>	★★★★★ (pre-facelift tested)
<b>DieselCar rating</b>	★★★★★



<b>On sale</b>	Now
<b>In showrooms</b>	Now
<b>Prices</b>	£16,195 to £25,495
<b>Bodystyles</b>	5-door hatchback and 5-door estate
<b>Engines</b>	1.4 (89bhp), 1.6 (134bhp)
<b>Trim levels</b>	1, SR7, 2, 3, 4, 4 Tech, GT-Line
<b>Also consider</b>	Hyundai i30, Toyota Auris

suitably squidgy and tactile. There's an air of solidity that should ensure that it stands up to punishing family life, and long after the warranty period has expired. There's generous headroom both front and rear, and in particular, back seat passengers get plenty of legroom. There's lots of space for knick-knacks too, with a large storage area in front of the gear lever, as well as decent space in the door bins and glovebox. The driving position is carefully honed, with plenty of adjustment available to get comfortable, and beautifully stuffed seats that hold you nicely in place when cornering. Boot space is well up to class standards at 380 litres, with a well-proportioned, deep space, with handy additional underfloor storage.

**Ian Robertson**





## Renault Kadjar

It may appear that Renault is late to the medium crossover party, however, cast your minds back and you may remember the French firm's ill-fated earlier effort. The Koleos was introduced back in 2008, but didn't last long in the UK model range, and was discontinued just a couple of years after. So this time around, Renault was keen to do so much better, and borrowed the chassis and underpinnings from the original, biggest selling, and best-in-class rival, the Nissan Qashqai. This has been made possible thanks to the far-reaching Nissan-Renault Alliance, with the new Renault Kadjar also borrowing that vehicle's engines and running gear, offering the option of two- and four-wheel-drive. Around 60 per cent of the parts are shared with the Qashqai, though 95 per cent of those visible parts are brand new. The Kadjar fits into the model range above the baby Captur, and below an upcoming larger crossover.

We spent most of our time with the 1.6-litre dCi engine in the Kadjar, and it makes for a pleasant companion, with well muted sound and punchy performance off-the-line. The six-speed manual gearbox is smooth and positive, and there's a decent amount of pull in the mid-range, avoiding the need to continually change gear. Ride comfort is nicely pliant, soaking up the worst of the bumps and imperfections on the road, while at motorway

<b>Model tested</b>	Signature Nav dCi 130
<b>Price</b>	£24,795
<b>Made in</b>	Palencia, Spain
<b>Configuration</b>	5-door crossover, 5-seats, front-wheel-drive
<b>Drivetrain</b>	1598cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
<b>Transmission</b>	6-speed manual
<b>Power output</b>	129bhp @ 4,000rpm
<b>Maximum torque</b>	236lb ft @ 1,750rpm
<b>Top speed/0-62mph</b>	118mph/9.9 secs
<b>CO2 emissions (tax band)</b>	117g/km (C) Euro 6
<b>Economy (urban/extra urban/combined)</b>	55.4/68.9/62.8mpg
<b>Fuel tank size/range</b>	65 litres/898 miles

cruising speeds the suspension is planted and calm. There's a nose heavy feel to the Kadjar when cornering, not helped by the relatively lifeless steering that delivers very little feedback to the driver. Body roll is well controlled, however, and there's an overriding feeling of surefootedness, with excellent levels of grip. Noise levels within the car are nicely subdued, with only a slight fluffing from the wind to be heard from around the sizeable door mirrors.

Anyone familiar with the architecture of Renault interiors will feel instantly at home, as there's a combination of familiar buttons mixed with a fresh design. Soft-touch materials are utilised for the dashboard design, as well as harder surfaces elsewhere, and while it isn't up to Volkswagen standards of plushness, there's an air of solidity and honesty that should mean that the Kadjar puts up a good fight against family life. All of the controls are handily positioned high up on the dashboard for ease of use, and the instruments are a model of clarity. There's generous amounts of space for oddments around the cabin, including a handy area by the gear lever, a deep armrest storage area and a good-sized glovebox, though disappointingly the door pockets are

<b>Insurance group/BIK rate</b>	18/21%
<b>Size (length/width with mirrors)</b>	4,449/2,058mm
<b>Boot space (minimum/maximum)</b>	527/1,478 litres
<b>Kerb/max towing weight</b>	1,429/1,800kg
<b>Euro NCAP safety rating</b>	★★★★★
<b>DieselCar rating</b>	★★★★★



<b>On sale</b>	Now
<b>In showrooms</b>	Now
<b>Prices</b>	£19,895 to £26,295
<b>Bodystyles</b>	5-door crossover
<b>Engines</b>	1.5 (109bhp), 1.6 (129bhp)
<b>Trim levels</b>	Expression+, Dynamique Nav, Dynamique S Nav, Signature Nav
<b>Also consider</b>	Kia Sportage, Nissan Qashqai

infuriatingly shallow. Spaciousness is a Kadjar trait with plentiful head and legroom for both front and back seat passengers, even with the panoramic roof fitted to this top-spec Signature Nav model. Interestingly, Renault has managed to cram in additional boot space compared to the Nissan it is based upon, with almost 100 more litres of luggage room compared to the Qashqai, though oddly the fortunes are reversed with the chairs folded down, with the Kadjar managing 1,478 litres, compared to the more generous 1,585 litres on the Nissan-badged motor. Versatility is impressive though, with modular boards that allow you to adjust the boot level, and a tug of the boot mounted levers results in the rear chairs automatically folding down to give a totally flat surface.

**Ian Robertson** 







## Audi A4

**F**or anyone that has been keeping an eye on the compact executive car market, it's been an exciting year, with a continual stream of new products to shake up the sector. Jaguar's efficient new XE is aiming to take sales away from the established set, while BMW's revised 3 Series is now even better than ever before. But it's the new Audi A4 that we've been watching with interest, and it's ready to hit UK showrooms next month. Don't be put off by its 'same again' styling, as despite looking incredibly similar to its predecessor, it's an entirely new car under the skin.

It's the most flamboyantly appointed S line trim and raciest engine that we test this month, with a 268bhp power output from its 3.0-litre V6 TDI engine, and paired to an eight-speed Tiptronic transmission. As you can no doubt imagine, this makes for strong, effortless performance, and with a squeeze of the right hand pedal, you can quickly find yourself at speeds that will guarantee the loss of your licence. 62mph is despatched in just 5.3 seconds, while the top speed is artificially limited to 155mph, but what is incredible is that CO<sub>2</sub> emissions are rated at just 134g/km, with 55.4mpg claimed on the combined cycle. Good news for company car drivers, who will pay just 24 per cent benefit-in-kind taxation for this sheep in wolf's clothing. The quattro all-wheel-drive system guarantees the



<b>Model tested</b>	S line 3.0 V6 TDI quattro Automatic
<b>Price</b>	£38,950
<b>Made in</b>	Neckarsulm, Germany
<b>Configuration</b>	4-door saloon, 5-seats, four-wheel-drive
<b>Drivetrain</b>	2967cc, V6, 24-valve, turbocharged diesel with stop-start and selective catalyst reduction
<b>Transmission</b>	8-speed automatic
<b>Power output</b>	268bhp @ 3,250–4,250rpm
<b>Maximum torque</b>	443lb ft @ 1,500–3,000rpm
<b>Top speed/0–62mph</b>	155mph/5.3 secs
<b>CO<sub>2</sub> emissions (tax band)</b>	134g/km (E) Euro 6

surefooted, planted feel when cornering, assisted by tight body control that delivers virtually no lean through the bends. Our test car came with the optional dynamic steering at a cost of £950, which sharpens up the sensation through the steering wheel, but is an expensive choice, and so the standard set up is probably all the average motorist needs. Sounds from the engine, road and wind are impressively dialled out, delivering a nicely hushed environment in which to travel. As you would expect from a car wearing an S line badge, the ride comfort is decidedly on the firm side, but unusually it has a more cushioned edge than previous models. It soaks up potholes and road imperfections better than any other S line A4 before it, and is a pleasant surprise.

If the interiors of executive cars have become a touch too corporate for your tastes, you should take a look at the latest A4, as it's absolutely top notch. Fingertip pleasing plastics are combined with plush and interesting surfaces which set this car apart from the humdrum world of executive car mediocrity. The beautifully positioned widescreen satellite navigation screen is easy to use, and all of the buttons and switches operate with neat precision. The combination

<b>Economy</b> (urban/extra urban/combined)	51.4/58.9/55.4mpg
<b>Fuel tank size/range</b>	58 litres/707 miles
<b>Insurance group/BIK rate</b>	tba/24%
<b>Size</b> (length/width with mirrors)	4,726/2,022mm
<b>Boot space</b> (minimum/maximum)	480/965 litres
<b>Kerb/max towing weight</b>	1,660/1,900kg
<b>Euro NCAP safety rating</b>	Not yet tested
<b>DieselCar rating</b>	★★★★



<b>On sale</b>	Now
<b>In showrooms</b>	November 2015
<b>Prices</b>	£29,150 to £38,950
<b>Bodystyles</b>	4-door saloon
<b>Engines</b>	2.0 (148bhp), 2.0 (187bhp), 3.0 V6 (215bhp), 3.0 V6 (268bhp)
<b>Trim levels</b>	SE, Sport S line
<b>Also consider</b>	BMW 3 Series, Jaguar XE

of a multi adjustable driver's seat and the lovely flat-bottomed steering wheel deliver a comfortable driving position, and thanks to deep windows, all-round vision is pretty good. Head and legroom is great both front and rear, though avoid the sunroof if you want to maximise space, and due to the transmission tunnel running through the centre of the car, the back seats are best reserved for two. The instruments are enchanting if you opt for the £450 virtual cockpit, which converts the traditional instrument cluster into a highly configurable TFT screen. It certainly delivers on the wow factor, will amaze your passengers, and is worth every single penny.

**Ian Robertson** 📷



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# COMMERCIAL CARRIERS



If you need a double cab pick-up in your life, with a meaty diesel engine, rugged capability and a large load bay, here are two tough candidates. The Isuzu D-Max has been around for a couple of years, while Mitsubishi's L200 is fresh out of the box. Which do we prefer? Let's find out.

**H**ere we are at the rugged end of the motoring scene. A pick-up is designed to do precisely what the name says: go somewhere to pick up a load that needs taking somewhere else. Builders, landscapers and other tradesmen working outdoors love them. Tough, off-road capable and versatile transporters, these vehicles tend to be worked hard, but can also play hard as heavy-duty leisure kit carriers at the weekend. Where builder's rubble or tree surgeon's gear may occupy the big back load-bay all week, it may well be camping kit or climbing equipment when the owners are off-duty. Double cab pickups have become increasingly popular in recent times, combining the five-seat convenience of a car with the workhorse practicality of a pick-up, while enjoying tax breaks for their owners thanks to their commercial vehicle status. The two we are going head-to-head with here are the latest Mitsubishi L200 and its well established rival, the Isuzu D-Max, both built in Thailand.

Driving the D-Max is quite a rugged experience. With a power output of 161bhp and 295 lb ft of torque on tap, the Isuzu has plenty of oomph, but delivers its performance in a somewhat rustic form. It is responsive to the throttle, but once you get it on the move you can't help but be well aware of the engine at work. There's a fair bit of noise from the motor that permeates through into the cab. Wind whistles over the chunky bodywork and more road sound percolates up from under the cab. The ride can be a bit bouncy too, thumping across potholes with a heavy gait. It's easy to drive with the five-speed automatic gearbox though, and it can handle a motorway cruise with ample power in reserve. It gets the job done, but is a little short on finesse.

The driving experience is quite a bit more civilised in the L200, which feels less truck-like than its rival and has driving manners a bit closer to those of a large car. That's partly due to its lighter all-up weight, tipping the scales at 132 kilograms less than the Isuzu. And with 178bhp of power and 317lb ft of torque, the Mitsubishi has the power advantage by 17bhp and 22 lb ft of torque, and it translates into a slightly brisker feel to the acceleration, although an almost identical top speed. The L200's handling is just a bit crisper, body control is slicker, and ride comfort is better. It's also very noticeable that it is less intrusively noisy than the D-Max, including better suppression of engine noise. It's the vehicle that you would choose to nip to the shops or cover a couple of hundred miles visiting relatives.

## DRIVING EXPERIENCE



Isuzu D-Max  
★★★★★



Mitsubishi L200  
★★★★★



## Isuzu D-Max 2.5 Utah Vision Automatic

<b>Price</b>	£28,743
<b>Made in</b>	Rayong, Thailand
<b>Configuration</b>	4-door double cab pick-up, 5-seats, four-wheel-drive
<b>Drivetrain</b>	2499cc, 4-cylinder, 16-valve, turbocharged diesel
<b>Transmission</b>	5-speed automatic
<b>Power output</b>	161bhp @ 3,600rpm
<b>Maximum torque</b>	295lb ft @ 1,400–2,000rpm
<b>Top speed/0–62mph</b>	112mph/tba secs
<b>CO<sub>2</sub> emissions (tax band)</b>	220g/km (LCV) Euro 5
<b>Economy (urban/extra urban/combined)</b>	26.9/39.2/33.6mpg
<b>Fuel tank size/range</b>	69 litres/510 miles
<b>Insurance group/BIK rate</b>	10/n/a
<b>Size (length/width without mirrors)</b>	5,295/1,860mm
<b>Load space (width x length)</b>	1485 x 1530mm
<b>Kerb/max towing weight</b>	1,992/3,500kg
<b>Euro NCAP safety rating</b>	★★★★
<b>DieselCar rating</b>	★★★★★



## Mitsubishi L200 2.4 DI-D Warrior

<b>Price</b>	£27,659
<b>Made in</b>	Laem Chabang, Thailand
<b>Configuration</b>	4-door double cab pick-up, 5-seats, four-wheel-drive
<b>Drivetrain</b>	2442cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
<b>Transmission</b>	6-speed manual
<b>Power output</b>	178bhp @ 3,500rpm
<b>Maximum torque</b>	317lb ft @ 2,500rpm
<b>Top speed/0–62mph</b>	111mph/10.4 secs
<b>CO<sub>2</sub> emissions (tax band)</b>	173g/km (LCV) Euro 5
<b>Economy (urban/extra urban/combined)</b>	34.9/49.6/42.8mpg
<b>Fuel tank size/range</b>	75 litres/706 miles
<b>Insurance group/BIK rate</b>	13/n/a
<b>Size (length/width without mirrors)</b>	5,285/1,815mm
<b>Load space (width x length)</b>	1,470 x 1470mm
<b>Kerb/max towing weight</b>	1,860/3,100kg
<b>Euro NCAP safety rating</b>	★★★★
<b>DieselCar rating</b>	★★★★★

## INTERIOR AND COMFORT



Isuzu D-Max

★★★★★



Mitsubishi L200

★★★★★

Isuzu's designers have done a pretty reasonable job of making the D-Max's cabin a pleasant place to be. It can't be called plush, though, with lots of hard plastic surfaces, and a generally slightly utilitarian air to the interior. The dashboard layout is quite well handled though, with a tidy arrangement of all the essential controls. Although a bit gloomy and not especially appealing aesthetically, the cabin seems well put together and all the fittings and equipment feel strong and durable. The big front door pockets include a shaped segment to hold a water bottle, and the double glovebox scores some brownie points. There is also a useful dash-top compartment for stowing coins and small items where they are

handy for quick access, but safely out of sight of prying eyes.

There is a more modern feel to the L200's décor, while most of the materials used feel higher quality than the rather sparse functionality of the D-Max, and the overall ambience is just a touch plusher. The air vents are a little bigger, and the infotainment display screen is set higher in the centre dashboard panel. The driving position feels a touch more car-like and less truckie than that of its rival, and seat comfort is superior, with better lateral support, and a nicer finish to the seating materials. Like its rival, the L200's cabin is a bit gloomy with a dark monotone colour theme, but both clearly rate serviceability above fashion.

## SPACE, PRACTICALITY AND VERSATILITY



Isuzu D-Max

★★★★★



Mitsubishi L200

★★★★★

You don't feel at all squashed for space inside the Isuzu. The double cab can accommodate five beefy adults in very reasonable comfort. It's pretty alright all round for legroom and head space, and there's a generous glass area for decent all-round visibility. There's a large load-bay at the back too, making it every bit as practical a load carrier as the newer Mitsubishi. The D-Max's dimensions stretch a notch further than its rival's, while cargo space is six centimetres longer and 1.5 wider than that of the L200, and so can pack more cargo into the back, which is vitally important when extra space can mean more money.

The L200 feels equally roomy inside, and there's not much to choose between them for cabin size. It isn't quite as well-endowed for minor storage, with a single glovebox, no dash-top stowage and door pockets that are just slightly less roomy. The cargo bay isn't quite as generously sized either as the one at the back of the D-Max. But these are modest differences and when you jump between these two vehicles, they seem largely similar for overall spaciousness and carrying practicality. Access to the cabin is on a par too, with similar door apertures and step-up height, so they score equally here.

RUNNING COSTS



Isuzu D-Max  
★★★★★



Mitsubishi L200  
★★★★★

We would have liked to have tested vehicles that both featured the same style transmission, but due to limited availability, we had to plump for an automatic D-Max and L200 with a manual transmission. This results in the Isuzu having a distinct disadvantage when it comes to comparing figures. But even so, even the manual transmission version can't come close to the efficiency of the latest pick-up from Mitsubishi which goes right to of the class for both CO<sub>2</sub> emissions and fuel economy. And while pick-ups aren't taxed based on their CO<sub>2</sub> for now, with a standard rate of £140 payable each year, it's hard to believe that HM Government will leave this oversight untouched for much longer, and this will then allow the Mitsubishi to motor ahead even further than it does today.

Running a pick-up as a company car works out considerably more efficient than a car, and attracts a standard rate of taxation, no matter what the purchase price is, or whether any optional extras or accessories are fitted. It's therefore a good way of reducing your tax bill, if you can live with this kind of vehicle's comfort shortcomings. On the maintenance front, the L200 requires servicing every 12,500 miles, while the D-Max needs attention marginally earlier at 12,000 miles. Both cars come with an excellent five year, 125,000 mile warranty, with each vehicle maker having a similar number of dealers up and down the country. When it comes down to insurance, the D-Max is going to cost you less, because it sits in group 9, while the plusher and better equipped L200 has been placed into band 13.

Standard Equipment

Isuzu D-Max

17-inch alloy wheels with 255/65/R17 tyres and optional spare wheel	Front fog lights
Anti-lock brakes	Heated front seats
Bluetooth mobile phone connectivity	Leather steering wheel
Climate control	Leather upholstery
Cruise control	Radio/CD with six-speakers and steering wheel controls
Driver, passenger, side and head airbags	Rear parking sensors
Dynamic stability control	Remote central locking
Electric and heated door mirrors with power folding	Reversing camera
Electric windows front and rear	Satellite navigation
Electrically operated driver's seat	Traction control

- What's Hot**

Larger load bed, so it can carry more than the L200. Cheaper to insure. Excellent towing capacity. Spacious inside. All of the fittings feel sturdy and built to last. Impressive five-year 125,000 miles warranty.
- What's Not**

Automatic transmission zaps efficiency. Equipment levels are lower than the Mitsubishi, particularly in terms of safety and electronic gadgetry. Spare wheel is an optional extra. Less power and torque. Engine doesn't meet the latest Euro-6 emissions regulations, and it's quite noisy on the move. Lots of road and wind noise. No reach adjustment for the steering column.

EQUIPMENT AND PRICE



Isuzu D-Max  
★★★★★



Mitsubishi L200  
★★★★★





Looking at the list prices of these two vehicles, and they are remarkably similar, with the VAT-inclusive price of the Isuzu sitting at £28,743 and the Mitsubishi at £27,659. Bear in mind that the former comes fitted with an automatic transmission within that price tag, and removing it and specifying a manual transmission D-Max Utah instead makes it the cheaper of the two at £26,343. But even so, it can't really compensate for the fact that the L200 is much more comprehensively equipped than the D-Max. Items like bi-Xenon headlights, dual-zone climate control, DAB digital radio, automatic headlights and wipers, as well as keyless start are key differences, while hill-start assist, a driver's side knee airbag, a trailer stability assistant and a lane departure warning system all make a difference on the safety front. The Mitsubishi also comes with a full-size spare wheel, while shamefully Isuzu charges extra for a spare wheel, offering nothing whatsoever as protection against a puncture for its owners. Both cars come fitted with leather upholstery, satellite navigation, a reversing camera, heated front seats, power folding door mirrors and cruise control, as well as Bluetooth mobile phone connectivity, front fog lights and electric windows all round, so can hardly be described as spartan.

Our researchers hunted high and low to secure discounts off these two pick-up trucks when paying cash, and were embarrassed to admit that they failed when it came to the Isuzu. None of the brokers that we contacted would sell an Isuzu D-Max, however, we were able to secure a sizeable discount off the newly launched L200. A Warrior 2.4 DI-D with manual gearbox has a list price of £27,659, including the VAT, and we were able to find examples for sale at [www.broadspeed.com](http://www.broadspeed.com) for just £22,773, which is more than 17 per cent off and a discount of £4,886. So with a lower purchase price after discount, as well as a superior list of equipment, buying the L200 is a bit of a no-brainer. Shopping around at Isuzu dealers may well reap a sizeable discount, however, our researchers saw little evidence of dealers wanting to be shifted on price.

## Standard Equipment

### Mitsubishi L200

17-inch alloy wheels with 245/65/R17 tyres and full-size spare wheel	Electrically operated driver's seat
Anti-lock brakes with electronic brake-force distribution and brake assist	Front fog lights
Automatic headlights	Heated front seats
Bi-Xenon headlights with washers	Hill start assist
Bluetooth mobile phone connectivity	Isofix child safety seat fasteners for rear outer seats
Cruise control	Keyless start
DAB digital radio with seven-inch touchscreen display, six-speakers, USB socket and steering wheel controls	Lane departure warning system
Driver, passenger, side, head and driver's knee airbags with passenger side de-activation switch	Leather steering wheel and gear knob
Dual-zone climate control	Leather upholstery
Dynamic stability control	LED daytime running lights
Electric and heated door mirrors with power folding	Rain sensor
Electric windows front and rear	Rear privacy glass
	Remote central locking
	Reversing camera
	Satellite navigation
	Traction control
	Trailer stability assist

**What's Hot** Cheaper to buy and considerably better equipped. Packed full of hi-tech equipment and safety devices, including a prominent touchscreen including satellite navigation. Feels more car-like to drive than most other pick-ups, mainly due to its lower weight. More fuel efficient, with lower CO<sub>2</sub> emissions. Larger fuel tank gives a potential for more than 700 miles between fill-ups. No-nonsense five year 125,000 mile warranty standard. Good ride comfort, and excellent body control when cornering. One of the best pick-ups to drive, with decent handling and a relatively comfortable ride. Full-size spare wheel is standard.

**What's Not** Despite being new to market, this engine doesn't meet the latest Euro-6 emissions regulations. Loadbay isn't as generously sized as the D-Max. More expensive to insure. Only capable of hauling 3,100kg.

**The L200's handling is just a bit crisper, body control is slicker, and ride comfort is better.**

## VERDICT



Isuzu D-Max  
★★★★★



Mitsubishi L200  
★★★★★

There is a clear winner here. The Mitsubishi L200 is a class act, rugged and capable, well-equipped and good value for money. It is the better car of these two for driving calibre, and is also the nicer of the pair to travel in, with a cab design that emulates the interior of a well-appointed family car. So victory goes to the Mitsubishi. The Isuzu has some points in its favour, though. If cargo space capacity is the most important priority, then it is important to note that the Isuzu delivers just a little more of it, with a load bay that is slightly bigger in each direction. But the dearer price, less generous equipment and coarser driving manners scupper the D-Max's chances here. **D**





## Range Rover Evoque 2.0 eD4 SE Tech 2WD

**O**f all the vehicles featured in this off-road and 4x4 issue, you could probably bet your dinner money on this one featuring all-wheel-drive, but you would be sadly mistaken. The Evoque you see before you has all of the power sent to the front wheels, and is the most fuel efficient product ever sold by Land Rover, earning a blue badge as a result. No, not a Blue Peter one, simply a blue coloured Evoque label to emphasise its eco-friendliness. Its introduction coincides with a modest facelift to the baby Range Rover, with a new front bumper, a revised front grille, full-LED headlights and fresh designs to the alloy wheels. At the back there's a new tailgate spoiler and there's a new design for the seats, as well as a new range of different upholsteries. But the biggest change of all is the introduction of the brand new 2.0-litre Ingenium powerplants, already seen in the Jaguar XE, and built at a new state-of-the-art engine factory in Wolverhampton. In its least powerful guise, as tested here, it produces 148bhp and 280lb ft of torque, however, there's also a punchier 177bhp and 317lb ft edition, too, wearing the SD4 badge.

The new engine totally transforms the way that the Evoque drives, and it was top notch before, but this time around it does so with a muted sound from the powerplant and performance that seems



<b>Price</b>	£32,200
<b>Made in</b>	Liverpool, UK
<b>Configuration</b>	5-door crossover, 5-seats, front-wheel-drive
<b>Drivetrain</b>	1999cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start and selective catalyst reduction
<b>Transmission</b>	6-speed manual
<b>Power output</b>	148bhp @ 4,000rpm
<b>Maximum torque</b>	280lb ft @ 1,750rpm
<b>Top speed/0-62mph</b>	113mph/10.6 secs
<b>CO<sub>2</sub> emissions (tax band)</b>	113g/km (C) Euro 6

at odds with the on-paper figures. There's plenty of pulling power, especially in the mid-range, and the manual gearbox conducts itself with an impressively solid and positive feel. There's six well-chosen ratios and good bite to the brakes to bring the Range Rover to a stop. For such a high sided vehicle, the Evoque has no right to handle as tightly as it does, with an almost absence of body lean when cornering and a huge amount of grip to give a surefooted, planted feel. It's no doubt helped by the agile and responsive steering, and ride comfort that soaks up bumps and potholes well. But beware, the suspension alters according to the size of wheels, so choose them with care.

The cabin is a masterpiece in upmarket design and exhibits great use of premium materials. There really is nothing else on the market that can touch the Evoque for making the occupants feel special at this price level. From the squidgy plastics, to the upmarket metal appliques, everywhere you touch feels well appointed. The controls are well positioned up high, including the satellite navigation screen, and touches like the sound of the indicators resembling a ticking grandfather clock creates a lovely premium ambience. The command-like driving experience and hugging seats give the feel of a race car

<b>Economy (urban/extra urban/combined)</b>	56.5/72.4/65.7mpg
<b>Fuel tank size/range</b>	63 litres/911 miles
<b>Insurance group/BIK rate</b>	30/20%
<b>Size (length/width without mirrors)</b>	4,370/2,090mm
<b>Boot space</b>	575/1,445 litres
<b>Kerb/max towing weight</b>	1,551/1,500kg
<b>Euro NCAP safety rating</b>	★★★★★ (pre-facelift tested)
<b>DieselCar rating</b>	★★★★★



**What's Hot** Beautifully finished cabin. Quiet engine. Accomplished driving experience, with great handling and communicative steering. Panoramic roof gives light and airy feel. Fantastic Meridian Audio system. British built.

**What's Not** Tyre noise intrusive over some road surfaces. Satellite navigation graphics look dated. Poor rearward vision due to letter box-like rear screen.

**Also consider** Audi Q3 S line 2.0 TDI, BMW X1 sDrive18d xLine

cockpit rather than SUV, with decent all-round vision thanks to the deep windows. That is apart from the rear window, whose attributes are more akin to peeking through a letter box. Thankfully parking sensors are standard equipment on all Evoques, which alleviates this particular problem. Headroom is good even with the optional panoramic fitted, and legroom both front and back is more than generous. Wide doors make it easy to get in and out and though the height of the boot is quite high, the space on offer is pretty generous and compares well with the opposition. **D**





## Skoda Octavia Estate Laurin & Klement 2.0 TDI 4x4

It's been a while since we tested a Skoda paying homage to its creators, Laurin & Klement. Named after Václav Laurin and Václav Klement, a pair that started a car and motorcycle business way back in 1895, the firm morphed into Skoda when it was taken over thirty years later. Nowadays the forefathers are remembered by way of a plush trim level at the pinnacle of a car model's range, and here we test the Octavia Laurin & Klement in four-wheel-drive guise, and fitted with the 148bhp edition of the 2.0-litre TDI engine. But it comes at a hefty price, and the £4,230 price premium over an already well equipped SE L derivative is difficult to justify. Sure there's a long list of additional equipment for the cash, but we suspect that few will opt for this, choosing more modestly equipped four-wheel-drive editions instead.

What you do get is a huge amount of space for your money, with genuinely lots of head and legroom both front and back. It's a similar story for the boot, with an exceptional 610 litres of luggage space on offer, which can be extended to 1,740 litres by tumbling down the rear seats. The variable boot floor height is a neat touch, delivering a great platform and an almost flat loadbay, as well as handy out-of-sight storage areas for valuables. Thanks to deep windows, visibility all around the Octavia is first rate when sat in the driver's seat, making it easy to manoeuvre. The cabin is a masterclass in how to produce a plush cabin,



<b>Price</b>	£29,115
<b>Made in</b>	Mladá Boleslav, Czech Republic
<b>Configuration</b>	5-door estate, 5-seats, four-wheel-drive
<b>Drivetrain</b>	1968cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
<b>Transmission</b>	6-speed manual
<b>Power output</b>	148bhp @ 3,500–4,000rpm
<b>Maximum torque</b>	251lb ft @ 1,750–3,000rpm
<b>Top speed/0–62mph</b>	132mph/8.6 secs
<b>CO<sub>2</sub> emissions (tax band)</b>	122g/km (D) Euro 6
<b>Economy (urban/extra urban/combined)</b>	50.4/67.3/60.1mpg

with good quality mouldings and soft-touch plastics throughout. There's an air of solidity about how the buttons operate, all of which adds up to an ambience that wouldn't look out of place in an Audi. The instruments are superbly clear, with a prominent white on black appearance – it's just a shame that the speedometer markings are for 20, 40 and 60, rather than 30, 50 and 70 that are more applicable to UK driving. The satellite navigation screen is ideally placed, with a nice sized screen that's just within your field of vision, and has neat functionality like proximity sensing. Oddment space is also well catered for, with a useful lidded storage bin ahead of the gear lever, together with extra storage in the armrest, good-sized door pockets and a decently proportioned glovebox.

The extra reassurance of standard four-wheel-drive means that there's a huge amount of grip that is handy if you live along a country lane or in more remote parts of the country. This combined with communicative steering and a virtual absence of body lean when cornering, makes this Octavia a great companion in press-on motoring and is a lot of fun. The 2.0-litre TDI engine delivers punchy performance away from rest and its flexible nature is no doubt helped by the

<b>Fuel tank size/range</b>	55 litres/727 miles
<b>Insurance group/BIK rate</b>	21/22%
<b>Size (length/width with mirrors)</b>	4,659/2,017mm
<b>Boot space</b>	610/1,740 litres
<b>Kerb/max towing weight</b>	1,383/2,000kg
<b>Euro NCAP safety rating</b>	★★★★★ (hatchback tested)
<b>DieselCar rating</b>	★★★★★



<b>What's Hot</b>	Gutsy performance. Delightfully smooth gearchange. Reassuringly planted driving experience, with huge grip. Comfortable ride. Beautifully built cabin. Spacious with large boot.
<b>What's Not</b>	Engine noisy when extended. Lots of road and tyre noise. Laurin & Klement trim doesn't justify the huge price hike, choose SE or SE L instead. Instruments are marked at 20, 40 and 60, rather than 30, 50 and 70mph.
<b>Also consider</b>	SEAT Leon X-PERIENCE 2.0 TDI SE Technology, Volkswagen Golf Alltrack 2.0 TDI 4MOTION

slick operation of the six-speed manual transmission. There's a huge wave of torque that helps catapult you along the road with ease, though the powerplant can make a bit of a racket in foot-to-the-floor moments. There's also lots of road and tyre noise at virtually all speeds, which means you'll find yourself turning up the radio, or having to shout to converse with rear seat passengers, as the estate body seems to amplify the noise levels. Thankfully ride comfort is well resolved, with a good level of absorbency over the majority of surfaces. **D**





## Mercedes-Benz B 200 d Sport 4MATIC Automatic

**T**hink four-wheel-drive German hatchbacks and saloons and chances are that Audi will spring to mind, thanks to its quattro system. For years the Ingolstadt-based firm has steadfastly offered the reassurance of traction to all four wheels to British buyers, while fellow German firms BMW and Mercedes-Benz have only offered the technology in its sports utility vehicle offerings. How things have changed, with BMW now selling its xDrive system in the majority of its line-up. Mercedes-Benz has been padding its range out with the technology, too, with 4MATIC editions now offered on diesel versions of the B-Class and CLA. It's the former that we test here, paired to a 174bhp 2.1-litre turbodiesel engine and mid-spec Sport trim.

The B-Class has always been one of the least sexy Mercedes-Benz models in the line-up, and the addition of four-wheel-drive does nothing to enhance that, however, it's hugely practical with seating for five, and wrapped up in a package that now delivers extra reassurance when the weather outside gets that little bit slippery. And while the outside may look functional, the cabin is distinctly upmarket, with plush materials and is littered with fine detailing. The air vents, for example, not only look great, but they are incredible to operate thanks to their solid metallic feel, and the row of silver buttons running across the centre console have top class tactility. And while the tablet-style screen may look like an afterthought, we rather like it thanks to being perfectly positioned. It's



<b>Price</b>	£29,350
<b>Made in</b>	Rastatt, Germany
<b>Configuration</b>	5-door MPV, 5-seats, four-wheel-drive
<b>Drivetrain</b>	2143cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
<b>Transmission</b>	7-speed twin-clutch automatic
<b>Power output</b>	174bhp @ 3,600–3,800rpm
<b>Maximum torque</b>	258lb ft @ 1,400–3,400rpm
<b>Top speed/0–62mph</b>	137mph/7.6 secs
<b>CO<sub>2</sub> emissions (tax band)</b>	130g/km (D) Euro 6
<b>Economy (urban/extra urban/combined)</b>	47.9/62.8/56.5mpg

just a shame that it doesn't offer the latest touchscreen functionality, and you have to use a rotary dial between the front seats instead. Plenty of adjustment to the steering column and the nicely supportive seats allows the driver to gain a decent driving position, and the view out is enhanced thanks to the stance being suitably elevated. Oddment space is well catered for thanks to a couple of centre console cubby holes and a well-proportioned glovebox, as well as a pair of decent door pockets and a useful armrest storage area. Both head and legroom is nicely catered for, and the boot space is wide, deep and neatly sized. There's 488 litres of room with the seats in the upright position, but fold them down and the space more than trebles to an expansive 1,547 litres.

We've long bemoaned the clattery nature of the 2.1-litre turbodiesel engine and in this installation things are no different. It's particularly noticeable when starting up from cold and when the accelerator pedal is pressed to the floor. At all other times the engine sound is still noticeably there, particularly when cruising along at a constant speed, but thankfully becomes more of a backing track. Tyre and wind noise are also quite noticeable at motorway speeds, harming the B-Class's status as a restful long distance cruiser. It's a shame, because in all other ways, the B 220 d is a class act, delivering swift performance off the line,

<b>Fuel tank size/range</b>	56 litres/696 miles
<b>Insurance group/BIK rate</b>	19/24%
<b>Size (length/width without mirrors)</b>	4,393/2,010mm
<b>Boot space</b>	488/1,547 litres
<b>Kerb/max towing weight</b>	1,575/1,500kg
<b>Euro NCAP safety rating</b>	★★★★★ (pre-facelift tested)
<b>DieselCar rating</b>	★★★★★



**What's Hot** Great performance. Beautifully plush materials used throughout. Column gearshift frees up space on the centre console. Spacious both front and back, and plenty of oddment space. Big boot.

**What's Not** DAB digital radio is a hefty £420 optional extra. Infotainment screen doesn't offer touchscreen technology. Single stalk for indicators and wipers takes some getting used to. Wind and road noise higher than we would like. Engine noisy when pressing on. Drab exterior looks.

**Also consider** BMW 220d xDrive Sport Active Tourer

with good mid-range punch. The seven-speed twin-clutch automatic transmission isn't the smoothest of its ilk, but generally swaps cogs cleanly and without fuss. On faster back roads, the baby Mercedes-Benz impresses thanks to flat handling and generous grip, despite being high sided, and while the steering will never win prizes for communication, it is reassuringly accurate. Despite being firmly sprung, the suspension soaks up bumps and imperfections remarkably well, and is notable for remaining calm at motorway speeds. **D**





## Mazda CX-5 AWD Sport Nav Diesel

**F**or Mazda dealers, there's been a bit of a product avalanche, with virtually the entire line-up either facelifted or entirely new, with only the 3 and 5 models escaping the scalpels of the company's design team. The CX-5, as tested here, only went on sale in 2012, and yet it was felt that it was ripe for an update. A reprofiled exterior, including fresh lights, a more prominent front grille and bumpers are the main changes, along with a new seven-inch touchscreen infotainment system and an electric handbrake is fitted for the first time. Our flagship Sport Nav test car goes one step further with the fitment of LEDs for the headlights and daytime running lights, as well as striking gunmetal 19-inch alloy wheels. All of these improvements come at a cost, however, as this model is now a hefty £1,100 more expensive than it was just a year ago.

Mazda's range of 2.2-litre diesel engines are divine, with this 173bhp edition delivering punchy performance off the line, with substantial mid-range pull. It's quiet and refined no matter what revs are being piled on, all assisted by a peach of a gearbox – super slick in its operation, with a well weighted clutch. The six ratios are well chosen for swift progress, with fuel efficiency top-notch, achieving 54.3mpg on the combined cycle in optimum conditions. This chunky SUV has the road manners of a hot hatch, with decent body control



<b>Price</b>	£29,795
<b>Made in</b>	Hiroshima, Japan
<b>Configuration</b>	5-door crossover, 5-seats, four-wheel-drive
<b>Drivetrain</b>	2191cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
<b>Transmission</b>	6-speed manual
<b>Power output</b>	173bhp @ 4,500rpm
<b>Maximum torque</b>	310lb ft @ 2,000rpm
<b>Top speed/0–62mph</b>	129mph/8.8 secs
<b>CO<sub>2</sub> emissions</b> (tax band)	136g/km (E) Euro 6
<b>Economy</b> (urban/extra urban/combined)	47.1/60.1/54.3mpg

through the bends, minimal body lean and excellent grip. The communicative steering keeps you well informed as to what the front wheels are up to, and delivering an involving, fun driving experience. Ride comfort is a mixed bag, however, with low speed potholes absorbed well, but imperfections and undulations at medium speeds not soaked up so keenly. There's a firm edge that doesn't entirely settle down, though thankfully at motorway speeds the experience is much calmer and better resolved. Though at this pace the excessive wind noise comes into play, though thankfully sounds from the tyres and road are neatly contained.

As a family chariot, the CX-5 is a great companion thanks to the generous amount of space on offer. Both head and legroom are well catered for front and back, and there's a well-shaped, decently proportioned boot that is capable of swallowing up 503 litres of luggage. That's more than most rivals, and thanks to handy underfloor compartments and the ability to fold the rear chairs down in a 60:40 fashion, the space opens up to a substantial 1,620 litres of cargo carrying capacity. Oddment space is good, too, with compartments dotted all around the cabin, including a large cubby hole in front of the gear lever. The

<b>Fuel tank size/range</b>	58 litres/693 miles
<b>Insurance group/BIK rate</b>	21/25%
<b>Size</b> (length/width without mirrors)	4,555/1,840mm
<b>Boot space</b>	503/1,620 litres
<b>Kerb/max towing weight</b>	1,688/2,000kg
<b>Euro NCAP safety rating</b>	★★★★★ (pre-facelift tested)
<b>DieselCar rating</b>	★★★★★



**What's Hot** Decent pace and substantial mid-range torque. Quiet and refined engine. Agile road behaviour. Lots of oddment space. Interior spaciousness.

**What's Not** The ride comfort is indifferent over some surfaces. Too much wind noise. Price rise is substantial.

**Also consider** Ford Kuga Titanium X 2.0 TDCi AWD, Hyundai Tucson Premium 2.0 CRDi 4WD

driving position is suitably elevated to get a decent view out, and all of the controls are arranged in a logical fashion so that they are easy to locate and operate. There's a mixture of soft and hard plastics, with plusher tactile surfaces up top, and less appealing plastics the further down that you go. The design is stylish and neat, and everything feels nicely screwed together and built to last. The addition of touch functionality to the infotainment screen is a welcome addition, and it's prominently positioned just within your line of sight. Some might criticise it for its aftermarket tablet-like appearance, but we rather like its positioning and smart, colourful graphics. **D**





## Volkswagen Tiguan Match 2.0 TDI 4MOTION Automatic

It might seem odd to be reading a road test report about a car that has had its replacement already announced, but the fact is that the outgoing Tiguan has recently adopted a brace of Euro-6 compliant 2.0-litre TDI engines, so that it can remain on sale until the next generation car reaches showrooms early next year. It's an update that we can't ignore, and far from being a simple powerplant swap, all but the entry-level engine now boasts more power. For instance, this mid-range Match model features the latest 148bhp 2.0-litre TDI engine and produces 251lb ft of torque, compared to the 148bhp and 236lb ft of the outgoing model. Predictably prices have risen as a result of the new technology, however, the cost premium is an entirely reasonable additional £370.

The Tiguan first went on sale back in 2008 and so the shape, albeit subtly updated throughout the model life, remains instantly recognisable. It's for this reason that the Tiguan has aspects that feel dated, though it's difficult to actually put your finger on where. You certainly can't criticise the amount of space that is on offer as it is truly top notch, outperforming most of the car's rivals. In particular, rear seat passengers have an enormous amount of room to spread out in, with high levels of both head and legroom. The seats fold down flat, as well as

<b>Price</b>	£28,815
<b>Made in</b>	Wolfsburg, Germany
<b>Configuration</b>	5-door SUV, 5-seats, four-wheel-drive
<b>Drivetrain</b>	1968cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start
<b>Transmission</b>	6-speed twin-clutch automatic
<b>Power output</b>	148bhp @ 3,500–4,000rpm
<b>Maximum torque</b>	251lb ft @ 1,750–3,000rpm
<b>Top speed/0–62mph</b>	117mph/9.8 secs
<b>CO<sub>2</sub> emissions (tax band)</b>	150g/km (F) Euro 6

the ability to slide and recline, too, adding to the Volkswagen's versatility, so you can balance the available space between back seat passengers and carrying luggage. All of the materials used throughout the cabin feel suitably premium, with soft-touch surfaces wherever you touch. The twin vent design is a nice touch, and the satellite navigation system is positioned exactly where you want it, up high and within your field of vision. The screen itself may be a bit smaller than we've come to expect, but the graphics are good quality and it's easy to operate. The elevated driving position is high on perfect, especially thanks to the copious amounts of adjustment to the steering wheel and the sports seats. They're hugely supportive, too, keeping you nicely in place when cornering. Oddment space is nicely catered for, with a neat tray atop the dashboard, a handy cubby in front of the gear lever, and large door pockets and glovebox, as well as a deep storage area within the central armrest.

The latest 2.0-litre TDI engine delivers decent pace away from the line, although there's a short pause between pressing the accelerator and the transmission reacting. It's a silky unit, however, delivering almost imperceptible changes both

<b>Economy</b> (urban/extra urban/combined)	42.8/55.4/49.6mpg
<b>Fuel tank size/range</b>	64 litres/698 miles
<b>Insurance group/BIK rate</b>	19/28%
<b>Size</b> (length/width without mirrors)	4,426/2,041mm
<b>Boot space</b>	470/1,510 litres
<b>Kerb/max towing weight</b>	1,711/2,500kg
<b>Euro NCAP safety rating</b>	★★★★★ (pre-facelift tested)
<b>DieselCar rating</b>	★★★★★



<b>What's Hot</b>	Nicely poised handling, and comfortable ride. Exceptional towing capacity. Holds its value well. Upmarket materials that feel well screwed together. Roomy and spacious cabin.
<b>What's Not</b>	Engine drone at cruising speeds. Feels dated, despite regular updates – it's replaced soon.
<b>Also consider</b>	Honda CR-V 1.6 i-DTEC SE 4WD, Mazda CX-5 AWD SE-L Nav Diesel

up and down the gait. Disappointingly there's no paddles for the steering wheel, and you can't even pay extra to have them. The steering delivers plenty of feel through the wheel, with great accuracy and precision when cornering through the bends. There's virtually no body lean when cornering, either, and combined with excellent grip, the Tiguan feels poised and well sorted. Ride comfort is pretty good – definitely on the firm side, but well controlled with a decent amount of absorption at all speeds. At motorway pace, noise levels are impressively hushed with sounds from the engine, road, tyres and wind nicely muted, making a great companion for covering long distances. **D**





# MEET THE FLEET

It's all well and good testing cars on new car launches or for a week at a time, but what are the latest models really like to live with on a day-to-day basis? A car can perform very differently on familiar roads, and when the family are subjecting it to more mundane, everyday tasks. Our test team scrutinise every aspect of our varied fleet of long-term test cars, delivering verdicts over a punishing six to twelve month test period. **D**

## OUR CARS



### RENAULT CAPTUR

Dynamique Nav dCi 110  
Maxine Ashford



### SKODA FABIA

SE L 1.4 TDI Automatic  
Simon Thompson



### PEUGEOT 308

GT BlueHDi 180 Automatic  
Mathew Wright



### CITROËN C4 CACTUS

Feel BlueHDi 100 Airdream Pack  
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### FORD MONDEO ESTATE

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### TOYOTA VERSO

Excel 1.6 D-4D  
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### SEAT LEON X-PERIENCE

2.0 TDI Automatic  
Sue Baker



### AUDI A4 AVANT

SE Technik 2.0 TDI ultra  
Richard Dredge



### KIA SOUL

Maxx 1.6 CRDi  
Peter Cracknell



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## Renault Captur Dynamique Nav dCi 110

This month we welcome one of the most colourful long-term test cars in the office car park, as **Maxine Ashford** takes delivery of a new Renault Captur

It's a fact – my house is full to bursting with plastic bags. Open any cupboard or drawer and there they all are – yellow ones, green ones, orange ones – all bags for life, all supposedly ready to be used over and over again, but they simply stay stashed away. Well, until now that is because things are about to change. The dilemma is that each week I drive a different car and every week when I visit my local supermarket I forget to take my shopping bags with me. Now that may sound like a pretty insignificant problem, however I live in Wales and carrier bags are charged at anything from five to ten pence each time. So week after week, I stand at the till cursing my lack of organisation as I buy yet another plastic bag. But now I have a long-term test car and my glovebox, boot, door pockets and back seat are going to be stacked high with – you can guess what – those carrier bags.

The latest addition to the fleet is exceeding my expectations. Although I had tested the car when it first came out, albeit briefly, I

never really had the opportunity to explore all the nooks and crannies, on-board technology and true comfort levels. But after a first run of 350 miles, I arrived at my destination totally refreshed and raring to get on with my day's activities. That is partially because the slightly elevated driving position means you sit in an upright stance that feels instantly comfortable. The seats are supportive and if they ever start to look a bit grubby, they can simply be unzipped and washed. But just how practical that really is will remain to be discovered

another day. For now my car is in pristine condition and that's how I intend to keep it – famous last words, right!

This Captur comes with the new, more powerful 109bhp 1.5-litre dCi engine that joined the range earlier this year. It sits alongside the 89bhp edition in the line-up, and our car is finished in mid-range Dynamique Nav specification, one up from the more basic Expression+ trim. It's far from spartan, with equipment like climate control, satellite navigation, automatic headlights and wipers and cruise control, though there's one piece of equipment missing, and that's a DAB digital radio, which seems like an odd omission in this day and age.

The boot is decently sized at a maximum of 377 litres with the seats up, and can easily accommodate a week's shopping (bags included). If extra carrying space is needed, the seats slide fore and aft, extending the room to a more generous 455 litres, and allowing occupants to balance rear legroom with extra cargo carrying ability. When even





## WHAT'S HOT



The clutter-free layout of the cabin and how easy it is to find a comfortable driving position.

## WHAT'S NOT



I never venture far without my Starbucks coffee flask, but the cupholders and door pockets are too small to safely accommodate it.

Price when new	£17,695
Price as tested	£19,959
Colour	Tahoe Blue
Made in	Valladolid, Spain
Configuration	5-door crossover, 5-seats, front-wheel-drive
Drivetrain	1461cc, 4-cylinder, 8-valve, turbocharged diesel with stop-start
Transmission	6-speed manual
Power output	109bhp @ 4,000rpm
Maximum torque	192lb ft @ 1,750rpm
Top speed/0-62mph	109mph/11.0 secs
CO <sub>2</sub> emissions (tax band)	98g/km (A) Euro 6
Economy (urban/extra urban/combined)	70.6/78.5/76.4mpg
Economy (on test)	61.7mpg
Fuel tank size/range	45 litres/756 miles
Insurance group/BIK rate	15/17%
Size (length/width without mirrors)	4,122/1,778mm
Boot space (7/5/2-seats)	377-455/1,235 litres
Kerb/max towing weight	1,190/900kg
Euro NCAP safety rating	★★★★★
Arrived	20th August 2015
Mileage	530 miles
Costs	None
Faults	None



more additional room is needed, the split-folding rear seats can be dropped flat and that capacity increases to 1,235 litres

when loaded right to the roof. Elsewhere, there are plenty of additional storage options hidden around the cabin, including a quite small glovebox, bottle-holding door pockets, seat back nets and cup holders that drew my first criticism of the car. I desperately searched in vain for somewhere to safely stand my Starbucks coffee flask that accompanies me on any long journey, but all of the options were either the wrong shape, too shallow, or too small. This omission is going

This Captur comes with the new, more powerful 109bhp 1.5-litre dCi engine that joined the range earlier this year

to mean lots of stop-overs at motorway service stations to re-charge my caffeine levels unless I can find an alternative!

My initial trips out in the Captur have been quite short and it's still very early days, but my first impressions have been very positive. I'm looking forward to some lengthier trips a little further down the line when I can really explore its performance and economy. In the meantime, this Captur is going to save me a fortune in five and ten pence pieces, as I'm now off to the shops with my car full of shopping bags!

**Maxine Ashford** 

### Standard equipment:

17-inch alloy wheels with 205/55/R17 tyres and tyre inflation kit

60/40 split/fold rear seats

Anti-lock brakes with brake assist

Automatic headlights

Bluetooth mobile phone connectivity

Climate control

Cruise control

Driver, passenger, side and head airbags with passenger side de-activation switch

Electric and heated mirrors

Electric windows front and rear

Electronic stability control

Front fog lights

Headlights with cornering functionality

Hill start assist

Isofix child safety seat fasteners on front passenger and rear outer seats

Keyless start

Leather steering wheel and gear knob

LED daytime running lights

Radio/CD with seven-inch touchscreen, four speakers, USB and auxiliary sockets and steering wheel controls

Rain sensor

Remote central locking

Satellite navigation

Speed limiter

Tyre pressure monitors

### Optional equipment fitted to test car:

17-inch Explore alloy wheels with black inserts and 205/55/R17 tyres (£275)

Contrasting roof and door mirror colour (£399)

Interior touch pack (£100)

Rear parking sensors (£200)

Renault i.d. Arizona metallic paint (£495)

Space-saver emergency spare wheel (£95)

Techno Pack: R-Link connected multimedia tablet: seven-inch touchscreen, voice control, 4x35-watt speakers, TomTom satellite navigation, Bluetooth audio streaming and hands-free calls, USB and auxiliary sockets, 3D sound by Arkamys, European mapping and rear parking camera (£600)

Washable and removable Charcoal Seat Cover with Arizona panel (£100)







## SKODA FABIA

SE L 1.4 TDI Automatic

Arrived	25th June 2015
Mileage	8,620 miles
Fuel consumption	74.3mpg (official combined) 51.2mpg (on test)
Costs	None
Faults	Infotainment system is sometimes temperamental, and DSG automatic transmission sometimes stalls the engine.

## WHAT'S HOT



The trip computer having an option that records statistics from each tank of diesel is a real touch of genius.

## WHAT'S NOT



Having a proper key when the car has keyless start is an unnecessary duplication.

It's 11:07am on 4th September, and this marked a milestone for our little Skoda, a whole two months and ten days after its arrival onto the Diesel Car long-term test fleet, it ran out of washer fluid. Hardly worth writing about, you may think, but my geeky side found the pure length between fill ups pleasing, especially when the capacity of the reservoir is only 3.5 litres (5.4 litres if your Fabia is fitted with headlight washers). If I'm knit picking, it would be helpful if there was a message on the onboard computer, or a warning light on the dashboard, to give a heads up of a near empty tank. And so when it finally ran out, the flies and bugs had the last laugh, impeding my vision of the road ahead.

In other news, the Fabia had a date this month with my local Skoda dealer, Lightcliffe Skoda at Llandudno Junction, to get the temperamental infotainment system mentioned in last month's report looked over. An update cured the rebellious system, briefly followed with insistence that Johnny Marr be played, regardless of the track selected. Instead of flowers (that's what you take on a date right?) the Fabia took to the dealer a small note of intermittent 'glitches' that have on occasions made their presence known to

all who ride in her. The most prevalent is a tendency for the DSG automatic transmission to stall the engine when moving off after selecting either Drive or Reverse. In all it's occurred six or seven times and needed looking it. Typically, and as with any pet dog, cat or child on a trip to the vet or GP, none of the symptoms made an appearance when required, and so the intermittent fault remains unsolved, leaving the Skoda technician to scratch his head in puzzlement. Leaving the garage, I couldn't help but feel some guilt for seemingly wasting their time, whilst I looked like a hypochondriac.

Walking around the showroom and a dose of Fabia envy struck, spotting the newly launched Monte Carlo version in the showroom. It does wonders for the already handsome lines, with this latest sporty edition boasting a panoramic glass roof as standard, extended rear spoiler and painted black splitters front and rear, side skirts and door mirrors, along with different wheels (they're black too), and some unique colour options. Inside, there are bold splashes of red on the centre console and seats, and a flat-bottomed steering wheel. Subtle additions make for a big enhancement; combine that with the insurance friendly engines on offer and the well-priced finance packages currently available from Skoda, and the Fabia Monte Carlo is an extremely tempting option for younger drivers who would up until now sign up to 48 monthly payments of motoring monotony, usually found lurking in a McDonald's car park on a Friday night.

**Simon Thompson**







## PEUGEOT 308

GT BlueHDi 180 Auto

Arrived	16th June 2015
Mileage	4,433 miles
Fuel Consumption	70.6mpg (official combined) 42.2mpg (on test)
Costs	None
Faults	None

## WHAT'S HOT



I've really loved the easy-to-drive nature of the automatic transmission.

## WHAT'S NOT



The ventilation system controls are integrated into the touchscreen, but it would be simpler to operate with separate controls.

A shuffle round of the magazine's long-term test cars means that I'm about to mourn the loss of my bright blue Peugeot 308 GT this month. Since its arrival four months ago, I have enjoyed the car's easy going nature, its sparkling performance and the versatility, not to mention the long list of gadgetry that comes as standard on this flagship diesel model. The transition from always owning a manual car to this six-speed automatic equipped car has put doubt into my mind as to whether I would ever want to go back to a car with three pedals, such is the ease of use, especially on the overcrowded roads in the South of England. Getting into the car in the morning half asleep and all of the hard work is done for you, with the key remaining in your pocket, the car unlocks automatically with a tug of the door handle. There's no need to fumble around putting the key into the ignition, as a simple press of the start button on the centre console is enough for the car to burst into life. Knock the gear lever into 'Drive' and you're off, with the car doing all the work, apart from a squeeze of the accelerator pedal and a dab of the brakes when necessary. It's this easy to use nature

that I'll miss most when the time comes for it to be rehomed.

I've already sung the praises of the full-LED headlights in previous reports, but there's another piece of hi-tech lighting that deserves equal praise up front. And that's the sequential front indicators that light up in sequence, dancing in the direction that you want to turn. I know that high end Audis have had it for a while, and I noticed that the latest DS 3 has them, too, but I still marvel at the effect when I can see them in the reflection of a shop window, or the back bumper of the car in front. It's a really neat touch that no doubt passes most motorists by, but for someone that gets incredibly excited by Christmas lights and the mood lighting inside a car, I rather like it.

I'm almost embarrassed to report the dreadful fuel economy figure of 42.2mpg this month, albeit a little higher than in previous reports. I put it down to a lead right foot and the fact that I still haven't mastered economy driving while piloting an automatic transmission car. Oh and the fact that many of the journeys that I do are when the engine is cold, with it only getting up to temperature when I'm just about to arrive at the office. Longer journeys certainly reap higher rewards with much better economy figures, but these have been few and far between over the past few weeks. I'm already promising myself that I'll try harder in the future, and with my next car adventure coming equipped with an automatic transmission, too, I'll have plenty of opportunity to work on what seems like a dark art.

**Mathew Wright** 







## CITROËN C4 CACTUS

Feel BlueHDi 100 Airdream Pack

Arrived	4th June 2015
Mileage	6,004 miles
Fuel Consumption	91.1mpg (official combined)
	57.7mpg (on test)
Costs	None
Faults	None

## WHAT'S HOT



By using the cardboard carriers from a well-known chain of coffee shops, we now have cupholders in the back.

## WHAT'S NOT



The traffic messages on the satellite navigation system are too cautious for their own good.

In the past month we've doubled the mileage of the C4 Cactus. It's all thanks to a family holiday to Austria, during which time some 2,200 miles were put on the clock. This was quite a workout for the little Citroën, taking in many miles of French autoroutes, derestricted German autobahns and some gruelling Austrian and Swiss mountain passes. If the Cactus wasn't run-in before we left, it certainly is now. Once again we opted for the ever-excellent Brittany Ferries crossing between Plymouth and Roscoff, arriving in France at 3pm. After an overnight stay in Chartres, we reached our destination in Neustift late the following evening. A C4 Cactus may not be your first choice for a 1,000-mile trip across Europe, but it certainly rose to the challenge. But what did we learn from the experience?

To start, the boot is much bigger than you'd think. We managed to fit three suitcases and a number of soft bags in to what is a useful 358 litres of space. Sure, we had to load the centre of the rear seat with the overspill, but nobody complained about not having enough room. Stick a roofbox on the Cactus and it'd be even more versatile. And dare I say, look pretty cool, too? Secondly, the 1.6-litre BlueHDi engine is a little out of its depth on fast European motorways. It's fine and surprisingly hushed at cruising speed, but

getting there can be a challenge, especially with a boot full of luggage. Alright, so this is hardly critical in a compact crossover, but it can make overtaking a game of chance. When driving on the right, it's often better to play it safe and stay behind that slow moving caravan. On the plus side, the Cactus proved to be incredibly economical throughout the trip, achieving an average close to 60mpg. Considering the car's extra weight and the often high speeds, this is more than credible.

The satellite navigation was a bit of a mixed bag. From a simple directions perspective, it's almost perfect, effortlessly guiding us across Europe. The problems start when you listen to the overly-cautious traffic messages. Too often, especially in France, we were advised to leave the autoroute to avoid a contraflow, lane closure or accident. Fine, until you glance over to the autoroute running parallel to your new route, only to see perfectly clear roads. Citroën's unit lacks the intelligence of other systems, such as BMW's excellent Real Time Traffic Information (RTTI). There are no such complaints about the climate control system, which had no problems dealing with the 35 degrees Celsius heat we experienced in central Europe (yes, they had a summer out there). My children actually grew to like the rear windows (yes, really) and my wife found a novel use for the top of the glovebox. It's

an ideal platform to store Euros in readiness for the toll machines. We had it down to a fine art by the end of the trip. Our return leg involved a 'sprint' across Switzerland's Klausen Pass, which – far from exposing the car's dynamic weaknesses – proved to be a lot of fun. Plenty of grip, immense chuckability and a dollop of body roll. Our C4 Cactus is wonderfully French and I love it!

**Gavin Braithwaite-Smith** 







## FORD MONDEO ESTATE

Titanium 2.0 TDCi Automatic

Arrived	13th May 2015
Mileage	3,796 miles
Fuel Consumption	57.7mpg (official combined)
	44.2mpg (on test)
Costs	None
Faults	None

## WHAT'S HOT



I like the way that the centre stack of controls is nicely angled, looking stylish while also being incredibly user friendly.

## WHAT'S NOT



The piano black surfaces seem to attract dust and fingerprints all too easily.

I think I can safely say that I'm a sucker for gadgets, especially if they make your life easier, but one piece of equipment on cars that I've taken a while to warm to is the recent trend of fitting electrically operated tailgates. Early examples were ponderous, slow to operate, and frustrated me enormously, but I have to say that I quite like the one that is fitted to my long-term Mondeo Estate. It seems to be more reliable than other systems, too, and a double prod of the key fob when approaching means that the boot is open and ready to use when you get there, while a press of the tailgate mounted button closes it. Of course I'm still sceptical about the cost of replacing the electric motor when it eventually expires, and can't help feel that opening and closing the boot manually is hardly difficult. So had I been paying the £400 that the power tailgate costs out of my own pocket, I think I would have skipped over that particular optional extra and saved myself some cash.

I've had a short break from driving my Mondeo this month because of other work commitments, but getting back into it is like putting on a comfy pair of shoes.

From the hugely supportive seats, to the nicely angled dashboard, it just works. If you had asked me a few years ago, I would have always opted for a manual gearbox, but the ease that the six-speed PowerShift twin-clutch automatic transmission works in this car soothes away the pain of sitting in stop-start urban traffic. Whereas old school automatics would lurch as they change gear, you really struggle to notice the upchanges. And the very fact that it mostly spends its time in bumper-to-bumper trips around town, our car is currently delivering a remarkable 44.2mpg. Trips to the supermarket, the school run, and shuttling my sister to-and-from work are all punishing regimes on a car that will rarely warm up on those trips, so it's testament to Ford's know-how that our Mondeo can run so economically during these highly inefficient jaunts.

An earlier comparison test between the Skoda Superb Estate and our very own Mondeo proved that the Czech Republic-built car dwarfs the Ford for outright carrying capacity in the boot, with a class leading 660 litres of space on offer, but that's not to say that the Mondeo is small. In fact, it's very easy to throw stuff in the back and forget that it is there. 500 litres of spaciousness is a handy capacity to have, especially when you've got a family to cart around, and is in fact exactly the same as Vauxhall's Insignia Sports Tourer, which is probably the Mondeo's deadliest rival in the showroom wars. Out of the two, I think I know which one I would choose, and it's safe to say that it wouldn't be the one with the Griffin badge on the front.

Ian Robertson







## TOYOTA VERSO

Excel 1.6 D-4D

Arrived	7th May 2015
Mileage	3,050 miles
Fuel Consumption	62.8mpg (official combined) 44.5mpg (on test)
Costs	None
Faults	None

## WHAT'S HOT



In terms of looks for lucre, the Verso proves Toyota has made MPV ownership cool.

## WHAT'S NOT



Fuel readout is too small and too distant. It's a new type of range anxiety.

**T**he return to default family life (my wife's work commute, non-web shopping, children's parties, car launches) has seen the Verso not quite getting a beating, but certainly being on the receiving end of driving demands that stress-test it as a workhorse. On top of that, I've been embedded in the action plan for the launch of a new business venture, a scheme that's necessitated hundreds of miles' worth of driving to find a viable van, and has since seen the Verso being called into service as a part-time overflow mule. On the way, I've gained a tighter grip on this car's good and bad points, not least the knowledge that it is considerably easier to park than a camera-less long-wheelbase Vauxhall Vivaro.

This far – now more than 3,000 miles into the long term test – I can say something I probably would not have before we started, namely that I would recommend a Toyota to other mums and dads out there. At the carpark exodus from a sixth birthday, one of my son's friend's parents asked me how it might measure against their mighty dandy 2.0-litre Ford S-MAX. In raw terms, the costlier Ford will leave the Toyota standing for performance, but it will cost more to fuel and, though it cuts a dashing jib, hardly makes my Verso look frumpy. And did I mention it's costlier? Model for model, we're looking at around a £3,500-plus difference



and the Ford 2.0-litre TDCi engine isn't going to return such rewarding mpg. One reason the sharp-suited S-MAX doesn't make the Verso look brown collared, however, is because the Toyota is, despite its relatively modest performance, a good-looking MPV. The price for its nifty outline, however, is a brace of tail-end seats that are not, all said, credible transport for adults. We know this more clearly now because our eldest children are really children no more. Think more loose-limbed adolescents. Their umbilical attachment to smartphones means they don't care about the lack of views or openable windows, but the rear-most seats will get them grunting after more than five miles of taxi work.

Plentiful days of stop-start driving have also unearthed more Verso nuggets. My gripe of the month concerns the layered computer data which necessitates toggling from the steering-set button to access. Call me fussy, but I'd like the clock and temperature to be accessible with no need to flex my fingers. Oh, and then there's the fuel readout. It's small, set at a far-off distance that's probably closer to the front passenger and, as I discovered when we got down to eight miles, doesn't bleep at you if you are perilously close to the last drop. Unforgiveable design errors? Nah, just niggles. Against them comes the huge bonus of a car that's fun to drive (yes, if you push it, this little engine will at least impersonate performance ability) and faultless for comfort. Add its insistence on doing everything and anything with little desire to stray south of 44mpg and there's every reason to feel anxiety at what could equal Toyota's class act. Of course fancier models are out there, but few have such broad talents.

**Simon Hacker**





## SEAT LEON X-PERIENCE SE Technology 2.0 TDI Automatic

Arrived	1st April 2015
Mileage	5,779 miles
Fuel Consumption	57.6mpg (official combined) 46.8mpg (on test)
Costs	Replacement tyre (£226)
Faults	None

## WHAT'S HOT



The shape of the door mirrors have a chiselled outline that I find strangely pleasing.

## WHAT'S NOT



The bar that slots across the upper boot space, on which the roller-cover is attached is heavy and quite awkward to secure back in place after it has been removed.

**N**ow here's a dilemma. I have had a long journey to make this month, a round trip from Kent to Liverpool and back. How to do it? A quick plane hop would have seemed ideal, but the only flights at a time convenient to the work commitments in Liverpool would have meant going via Birmingham, and a total journey time of around six hours each way. Letting the train take the strain, a seemingly sensible plan, would have actually been a bit of a strain involving a total of five trains – three surface and two tubes – and again around six hours on the move in either direction. So I chucked the suitcase into the back of the Leon, set the satellite navigation, switched the radio to a favourite station for company, and just over four hours later I was at my destination. Result. Also, a handy couple of hours earlier than by any of the alternative means of transport. At less expense too. The round trip cost just over £50 in fuel, and I couldn't have gone by train or plane for that.

It was also an enjoyable opportunity to spend longer at a stretch than usual in the Leon. That is always an acid test of a car. Most modern cars can feel reasonably comfortable and convenient to use on the short hops of daily driving, but spending longer hours at the wheel tends to magnify any minor niggles that you shrug off at other times. It has been a worthwhile confirmation of seat comfort

in the car. I'm fortunately not prone to back problems, which can make a long car trip a bit of an ordeal for some, but most of us can feel the odd twinge after pounding the motorways from one end of the country to another. Although I'm not particularly tall, and so tend to set the driver's seat further forward than many, the range of adjustments on the Leon's driving seat and steering wheel – including the ability to raise the seat height – enable me to achieve a near-perfect driving position.

On the whole I tend to prefer height-adjustable seat belts, with a ratchet on the car's B-post that allows you to raise or lower the height at which the webbing crosses the shoulder. The Leon doesn't have this. Instead, it has a smile-shaped groove out of which the upper webbing protrudes, and this is intended to feed out the seatbelt at a level appropriate for varying heights of driver and front passenger. Quite a few cars have this device, and its efficiency can be quite variable – alright for an average height driver, but far from ideal for anyone of shorter height or very tall. In the Leon, though, it works perfectly well, and even on a lengthy trip, I never felt the seatbelt was ever anywhere than where it needed to be.

Months spent with the Leon have confirmed our initial impression of the car: a well-planned, efficient estate car that is versatile and roomy, and suits a busy active lifestyle.

The interior décor remains marmite-like, its dull brown an irritant to some, but I find it very practical. If I could change something, it would be the rather heavy and cumbersome nature of the crossbar that holds the boot cover. On occasions when it needs to be removed to accommodate a bigger load in the back, it's a bit of a pain to slot back in again.

**Sue Baker** 







## Audi A4 Avant SE Technik 2.0 TDI ultra

As we wave goodbye to our A4 Avant after six months on the fleet, self-professed Audi fan, **Richard Dredge**, is as much a fan of the A4 as he has always been.

It was all looking so positive. Audi was in no rush to snatch back its A4 Avant because its replacement was nowhere in sight. So even though my six-month term was supposedly about to come to an end, I could notch up a few extra weeks with the best long-termer I've ever run. Then the replacement materialised and Audi rang to say it would like its A4 back, if we'd be so kind. Damn and bother!

Just before my A4 was returned to its maker, I got the chance to drive its

replacement. You can read my thoughts on the new model in the last issue, but suffice to say that for a car which first went on sale way back in 2008, the outgoing A4 is still an impressive machine. Its successor might be more refined, more efficient, better to drive and more highly equipped, but the old A4 is still a peach of a car. The over-riding impression I got whenever I used the A4 was that Audi's engineers had put their baby through every real-world scenario imaginable, and come up with the

ideal solution to any situation. So whether it was the seat adjustment, the menus in the navigation system, or simply the compliancy of the suspension, it was all well resolved.

That's not to say the A4 is the most exciting steer going – a recent trip

across Europe in the revised BMW 320d soon showed up how much sweeter the Audi's steering could be, if the power went to the back wheels instead of the front. I also never really got the benefits of the Drive Select function. In theory this allows you to personalise some of the car's characteristics, such as the throttle response and the steering weighting, but switching between Auto, Comfort, Dynamic and Individual never really made any significant difference to me.

While the A4 isn't the most fun car to drive, it is one of the easiest and most relaxing. When I introduced the car six months ago, I volunteered how I hanker after an A4 with the 3.0-litre TDI engine because it's such a fabulously smooth and muscular powerplant. That hasn't changed, because the 50 per cent cylinder and displacement increase over my test car is always going to be immediately obvious, but after a prolonged period with my A4 I wonder if there's an element of having too much muscle. While the A4 Avant 2.0 TDI doesn't have the instant shove that the 3.0-litre engine offers, the smaller powerplant is hardly lacking. Sure you have to change down a cog or two if you want some rapid acceleration, but







While the A4 isn't the most fun car to drive, it is one of the easiest and most relaxing.

there's ample urge on tap if you need it. On the motorway you can just leave it in sixth and there's plenty of muscle for swift acceleration should you need it (without the need to change down) and the smaller engine will always be significantly more economical than the bigger alternative.

So would I buy an A4 Avant of my own? Without a doubt – and as you'll have read previously, I've already done so. But while I love my own 52-plate car, the outgoing model is streets ahead in every way, as you'd expect. However, to secure 'my' A4

off the forecourt I'd need £25,300 according to the

Glass's trade bible; and as a trade-in, the car is worth £22,500. With a list price of £30,920 without options, and £32,820 with them fitted, if I was trading it in I'd find the Audi has retained only around two-thirds of its value in six months and almost 11,000 miles. With an all-new A4 about to hit showrooms, the outgoing car's residuals are likely to be hit even harder, which will only make the A4 Avant even easier to recommend as a used buy.

**Richard Dredge**

#### Standard equipment:

17-inch alloy wheels with 225/50/R17 tyres with space-saver spare wheel  
60:40 split/folding rear seats  
Auto-dimming rear view mirrors  
Automatic headlights  
Bluetooth mobile phone connectivity  
Cruise control  
DAB digital radio/CD with 6.5-inch colour screen, ten speakers, subwoofer, auxiliary and USB sockets, with steering wheel controls  
Driver, passenger, side and head airbags with passenger de-activation switch  
Driver drowsiness detection system  
Electric and heated mirrors  
Electric park brake  
Electric windows front and rear  
Electrically operated tailgate  
Electronic stability programme  
Front fog lights  
Isofix child safety seat fasteners for front passenger seat and rear outer seats  
Leather steering wheel  
Leather upholstery  
Limited slip differential  
Parking sensors front and rear  
Rain sensor  
Roof rails  
Satellite navigation

Sports suspension lowered by 20 millimetres

Thatcham category one alarm system

Traction control

Tri-zone climate control

Tyre pressure loss indicator

#### Optional equipment fitted to test car:

Audi drive select (£220)

Audi hill-hold assist (£65)

Audi parking system advanced (£340)

Door mirrors – electrically folding and auto-dimming (£290)

Electric lumbar support (£235)

Heated front seats (£300)

Metallic paint (£0)

Mobile telephone preparation – High with Audi Connect (£350)

Three-spoke multi-function steering wheel (£100)



## AUDI A4 AVANT

SE Technik 2.0 TDI ultra

### WHAT'S HOT



Having driven some of the Audi's rivals recently, I really appreciate just how good the A4's climate control is.

### WHAT'S NOT



The spare wheel is only a space saver rather than a full-size item. Still, that's better than the dreaded 'tyre mobility kit' alternative.

Price when new	£30,920
Price as tested	£32,820
Colour	Floret silver metallic
Made in	Ingolstadt, Germany
Configuration	5-door estate, 5-seats, front-wheel-drive
Drivetrain	1968cc, 4-cylinder, 16-valve, turbocharged diesel with stop-start and selective catalyst reduction
Transmission	6-speed manual
Power output	161bhp @ 3,000–4,200rpm
Maximum torque	295lb ft @ 1,750–2,750rpm
Top speed/0–62mph	134mph/8.6 secs
CO <sub>2</sub> emissions (tax band)	114g/km (C) Euro 6
Economy (urban/extra urban/combined)	55.4/70.6/64.2mpg
Economy (on test)	46.1mpg
Fuel tank size/range	63 litres/890 miles
Insurance group/BIK rate	27/20%
Size (length/width with mirrors)	4,699/2,040mm
Boot space (7/5/2-seats)	490/1,430 litres
Kerb/max towing weight	1,600/1,300kg
Euro NCAP safety rating	★★★★★
Arrived	17th March 2015
Mileage	10,776 miles
Costs	None
Faults	None





## Kia Soul Maxx 1.6 CRDi

It has a few minor issues, and it's not cheap in top-spec Maxx guise, but if you want a practical motor that stands out from the crowd of grey hatchbacks, the Soul could well be for you.

**M**y long-term experience with the Soul reaches its end this month, and I can honestly say the experience has been enjoyable and memorable, though it's not been contentment all the way through.

Probably the least impressive aspect of the car has been the boot, which in its normal state doesn't offer much capacity. That's mainly down to the polystyrene holder that hides under the boot floor, offering useful compartments for storing odds and ends out of sight. Remove it, however, and the floor can sit about six

inches lower down, making the boot considerably more capacious. We did that for a trip down to Cornwall this month, and with careful packing everything could be stored out of sight under the parcel shelf. It wouldn't have been possible with the holder in place, since that's divided into three compartments which are limited in size. This area is maybe something Kia could look at when it comes to facelift time, making the boot more capacious.

Positive aspects of the car that we've particularly enjoyed include the height, and consequent commanding view out. When

my wife drove the car she frequently commented on the benefits of that. The rearward view, though somewhat restricted by the huge rear pillars, is helped considerably by the superb reversing camera. They're getting common these days, but few are as clear as this one, with its helpful coloured

boxes to illustrate where you're about to end up and alters depending on the angle of the steering wheel. Once you're used to using it, the camera is a worthwhile safety aid, and it is standard kit on all diesel engined Souls. More good marks to Kia for the big glass roof, which brightens the interior and features a sunroof in its front half – not a large one, but at least it's there.

On the other side of the coin, I'm still puzzled about the lack of a stop/start system, or ISG (Intelligent Stop & Go) as the South Korean company terms it. Kia reckon the fuel savings that this would offer are insufficient to cover the cost of fitting it, but as traffic increases on our already mightily crowded roads, I found myself missing ISG, and frequently resorted to manual switch-off.



As far as the Soul's looks are concerned it's a Marmite experience; folk seem either to love it or hate it. To a large extent that's probably due to the colour – the bright yellow doesn't appeal to everyone, but the black mouldings have been popular with some of our passengers, and the overall effect is certainly pretty striking. Rather more usefully, in a crowded car park the colour



## KIA SOUL

Maxx 1.6 CRDi

### WHAT'S HOT



Vivid yellow – impressively dynamic and highly visible in car parks.

### WHAT'S NOT



The ignition needs to be on for the electric sunroof and windows to work.

Price when new	£21,750
Price as tested	£21,750
Colour	Solar yellow
Made in	Gwangju, South Korea
Configuration	5-door crossover, 5-seats, front-wheel-drive
Drivetrain	1582cc, 4-cylinder, 16-valve, turbocharged diesel
Transmission	6-speed manual
Power output	126bhp @ 4,000rpm
Maximum torque	192lb ft @ 1,900–2,750rpm
Top speed/0–62mph	112mph/10.8 secs
CO <sub>2</sub> emissions (tax band)	132g/km (E) Euro 5
Economy (urban/extra urban/combined)	46.3/64.2/56.5mpg
Economy (on test)	48.1mpg
Fuel tank size/range	54 litres/671 miles
Insurance group/BIK rate	11/24%
Size (length/width without mirrors)	4,140/1,831mm
Boot space (7/5/2-seats)	354/1,367 litres
Kerb/max towing weight	1,383/1,300kg
Euro NCAP safety rating	★★★★★
Arrived	4th March 2015
Mileage	7,906 miles
Costs	Insurance excess for a cracked windscreen (£80)
Faults	None



really stands out from the mass of silver, grey and black hues.

There are a few small design elements that don't do the car any favours, such as the absence of a CD player, and the requirement to have the ignition on in order to work either the electric windows or sunroof. You might be thinking that it's a safety feature, as presumably did the Soul designers, but it is possible to wire windows and sunroof – as do some other manufacturers – such that they can be worked for a few seconds after the ignition is turned off, thus obviating the need to switch on the ignition having got

As far as the Soul's looks are concerned it's a Marmite experience...

out of the car and realised you've yet again forgotten to close them. Or is it only me that does this?

Although it's on the pricey side, I've been much impressed with this funky Kia. Leaving aside the few design quirks referred to in these pages over the past seven months – and the majority are not exactly major issues – the Soul remains easy to live with, and a fine, practical motor for the family. Reliability has been first class, and in any case, there's that class-leading seven-year warranty that comes as standard on every new Kia, for extra peace of mind.

**Peter Cracknell**

#### Standard equipment:

18-inch alloy wheels with 235/45R18 tyres and space saver spare wheel

60/40 split/fold rear seats

Adjustable steering modes

Anti-lock brakes with electronic brake-force distribution and brake assist

Automatic headlights

Auto-dimming rear view mirror

Bluetooth mobile phone connectivity with audio streaming

Climate control

Cruise control and speed limiter

DAB digital radio with 8-inch touchscreen, 8-speakers, amplifier, subwoofer, USB and auxiliary sockets and steering wheel controls

Driver, passenger, side and head airbags with passenger de-activation switch

Electric and heated mirrors with power folding

Electric panoramic sunroof

Electric windows front and rear

Electronic stability control

Front fog lights

Heated front seats

Hill-start assist

Isfix child safety seat fasteners

Leather steering wheel and gear knob

Leather upholstery

LED daytime running lights

Parking sensors front and rear

Rear privacy glass

Reversing camera

Remote central locking with keyless entry

Satellite navigation

Traction control

Tyre pressure monitors

#### Optional equipment fitted to the test car:

None





# exocet

...improving fuel quality

## Exocet #DieselPowerRestorer

Exocet #DieselPowerRestorer is a specially formulated fuel additive designed to break down and disperse hard lacquers and internal diesel injector deposits (IID) to bring fuel flow and engine power back to optimum levels quickly.

### Features

- Restores power that can be lost in modern diesel engines
- Works within one tank of fuel
- Potential fuel economy benefit

250ml TREATS 100 LITRES OF DIESEL

## Exocet #SmartDrive

Exocet #SmartDrive is a formulated diesel fuel additive incorporating fuel borne catalyst (FBC) technology to promote the regeneration of diesel particulate filters (DPF).

### Features

- Cost effective DPF cleaning
- Compatible with all diesel fuel systems
- Online functionality – no excessive downtime or disassembly

250ml TREATS 100 LITRES OF FUEL

## Exocet #RacingDiesel

Exocet #RacingDiesel fulfils two functions:  
i) to act as an additive package for unaditised, terminal-sourced DERV (basic EN590 diesel)  
ii) to upgrade retail diesel to premium grade fuel

### Features

- Maintains injector and fuel system cleanliness
- Smoother power delivery and acceleration
- Reduces emissions by improving combustion efficiency

250ml TREATS 100 LITRES OF DIESEL

## Exocet #PowerBoost

This bespoke product acts as an ignition quality booster, combustion improver and rapid engine cleanser for diesel engines. It can be used at any time, but is particularly suitable for engines that have not run for a period of time (measured in weeks) and in cold start conditions.

### Features

- Improved cold weather starting
- Improved ignition quality
- Deposit/lacquer removal for injectors

250ml TREATS 100 LITRES OF FUEL

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# A GUIDE TO



# FOUR-WHEEL DRIVE

There's a mind blowing array of different systems on offer for anyone wanting all-wheel-drive traction these days, and so here's Diesel Car's look at the various options.



**F**our-wheel drive can be a complicated business. Do you need full- or part-time four wheel drive? Maybe all-wheel drive would be more suitable? Or perhaps you could make do with one of the modern advanced traction control systems, designed to mimic a full-fat four-wheel drive set up? There are pros and cons associated with each, so let us guide you through the fog and emerge with a clearer understanding of the options available.

Fortunately, four-wheel drive vehicles have come a long way since the days when off-road driving required you to be as tough as the terrain you were attempting to cross. Early off-roaders were basic, rather rudimentary affairs, with a transfer case splitting power between the front and rear axles. Four-wheel-drive was controlled by a secondary lever alongside the gearstick, with geared hubs on the wheels that required you to get out and adjust them by hand. Venturing off the beaten track wasn't something for the faint-hearted.

Today, things are different, and the majority of systems are able to work independently of the driver. All you need to do is sit back in your air-conditioned cabin, coffee sat in the cupholder, and allow the car to do all the hard work for you. The type of system you require depends on what you expect to get out of it. Nobody seems able to agree on the correct terminology for the different systems, but for the purposes of this article, we'll concentrate on part-time four-wheel drive, full-time four-wheel drive, all-wheel drive and the grip-focused traction control system.

## HISTORY

Far from being a modern development, four-wheel drive has been around almost as long as the motor car itself. Indeed, there was a time when roads were no more than dusty or wet tracks, meaning off-road capabilities were more of a necessity than a luxury.

It was back in 1893 when British engineer Bramah Joseph Diplock patented the use of four-wheel drive in a traction engine, complete with four-wheel steering and three differentials. Later that century, a certain Ferdinand Porsche designed and built a four-wheel drive system which was displayed at the 1900 World Exhibition in Paris.

In 1903, Paul Daimler, son of Gottlieb Daimler, came up with all-wheel drive designs of his own and by 1907, Daimler had produced the Dernburg-Wagen. Intended for use in Africa, it was built using a truck, but designed very much as a passenger car. It featured four-wheel drive steering and –



together with the G4 range of passenger cars – was an early pioneer of off-road vehicles.

But it was the Second World War that thrust four-wheel drive to the fore and led to the first mass production of true off-road vehicles. The Willys MB – later Willys Jeep – may not have been the first off-road vehicle, but it forged a path for the modern off-roader. Its toughness and simplicity made it a hero of the US Army, with General George C Marshall, US Army

Chief of Staff during World War II, describing it as “America’s greatest contribution to modern warfare.”

On the subject of icons, in 1948, the first Land Rover was launched at the Amsterdam Motor Show, the result of a simple sketch by Maurice Wilks. Like the Jeep, its simplicity became one of its greatest strengths and it is thought that 75 per cent of all Land Rovers ever produced are still on the road.



**... in 1948, the first Land Rover was launched at the Amsterdam Motor Show, the result of a simple sketch by Maurice Wilks.**



As off-road vehicles became more popular, so did the demand to create more comfortable, if not luxurious versions. The Jeep Wagoneer of 1963 is credited as being the world's first Sport Utility Vehicle (SUV), although the likes of the Chevrolet Carryall Suburban and Jeep Station Wagon helped to lay the foundations.

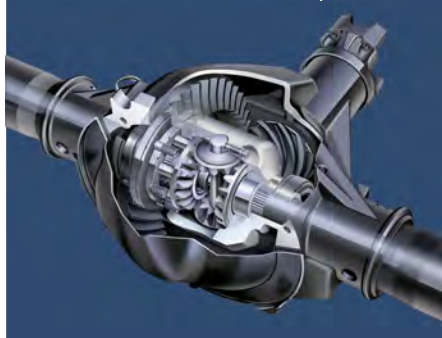
In 1970, the first Range Rover was produced, while in 1971, Subaru built the Leone 4WD, the first time four-wheel drive had been used in a mass-produced passenger car. Until this point, four-wheel drive had been limited to high-riding 4x4s and SUVs. The US-market AMC Eagle arrived in 1979 and, by slotting between the basic Subaru

Leone and the likes of the Ford Bronco and Jeep Wagoneer, it effectively blazed a trail for modern crossovers. A year later, Audi introduced the all-conquering and all-wheel drive quattro, a car that not only transformed world rallying, it helped shape the fortunes of the entire company.

But it wasn't until 1983 that the humble Fiat Panda became the first car in its segment to offer a 4x4 option, something that became rather popular with the hill farmers of Tuscany and those living in the Alps. Now on its third generation, the Fiat Panda 4x4 is as capable as ever and has the ability to go further than many of its more illustrious (not to mention expensive) rivals.

## DIFFERENTIAL

In simple terms, a differential is a box of gears that takes power from the transmission and splits it, at different levels, between two wheels or the front and rear axles. Crucially, it allows the wheels to rotate at different speeds.



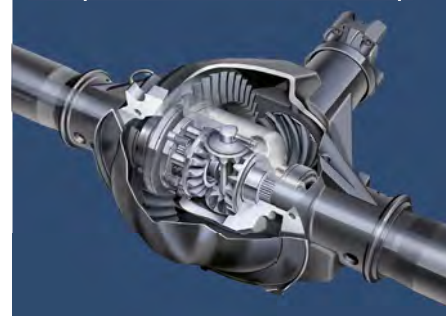
## PART-TIME FOUR-WHEEL DRIVE

As the name suggests, part-time four-wheel drive operates in two-wheel drive mode unless told otherwise. It works via a dedicated transfer case that splits power between the front and rear axles. By locking the rear driveshafts to the front driveshafts, it forces an equal amount of torque to both axles, ensuring they both operate at the same speed. In essence, part-time four-wheel drive offers a fairly basic solution and is often found in pick-ups and more rugged off-roaders. Crucially, it requires input from the driver, who must engage four-wheel drive mode and remember to disengage it when the going gets less tough.

As such, the system doesn't provide any extra traction or improved handling

## LOCKING DIFFERENTIALS

Locking differentials ensure engine power is split across the axle, ensuring that even if one wheel has no grip, the other will continue to rotate. In older cars, the locking differentials would be operated manually, but modern cars have the ability to handle them electronically.



characteristics in everyday driving conditions. In addition to this, the system must be disengaged on normal roads, as the lack of a centre differential can lead to drivetrain binding and uneven tyre wear. On the plus side, as the system is less complicated, it is easier to build and therefore cheaper than full-time systems. This makes it cheaper to buy and maintain. As the vehicle will spend most of its time in two-wheel drive mode, there is less of an impact on fuel economy, too.

**WHAT'S HOT:** Less complicated, four-wheel-drive on demand, cheaper-to-run.

**WHAT'S NOT:** Has to be switched on, so no benefits in everyday conditions, drivetrain binding.



## FULL-TIME FOUR-WHEEL DRIVE

Full-time four-wheel drive could also be referred to as an all singing, all dancing, full-fat, four-wheel drive setup. This is the system you'll find in go-anywhere off-roaders, such as the Land Rover Defender. All vehicles will feature differentials to allow the inside and outside wheels to spin at different speeds, while a centre differential allows the front and rear axles to operate at different speeds. This eradicates the problem of drivetrain binding associated with part-time four-wheel drive. This centre differential can also be locked for superior off-road capabilities.

In short, full-time four-wheel drive is for serious and hardcore off-roading, not for a few leaves on the lane. But there are downsides and you should only consider buying such a vehicle if you really need to go off-road. To start, full-time four-wheel drive requires a complex set of mechanicals, meaning the car will be more expensive to buy. The added weight has a negative impact on fuel economy and the mechanicals will cost more to maintain.

**WHAT'S HOT:** Always on, superior traction and handling, supreme off-road talent.

**WHAT'S NOT:** More expensive to run, mechanicals have great complexity, over-confidence.

## ALL-WHEEL DRIVE

All-wheel drive, or AWD, is an all-encompassing term for the vast majority of four-wheel drive vehicles. In essence, all-wheel drive systems feature the benefits of a front differential, centre differential and a transfer case into one compact unit. This makes them suitable for smaller, lighter cars with little ground clearance. The emphasis is placed on on-road, rather than off-road ability.

The driver has little to no interaction with the all-wheel drive system, which uses sensors to monitor wheel slip, shifting engine torque to the wheel with the most grip. The sensors can react within milliseconds, certainly far quicker than the driver, but they are by their very nature, reactive systems.

Torque distribution differs depending on the system and/or manufacturer. For example, a Porsche 911 Carrera 4 is predominantly rear-wheel drive, but the electro-hydraulic clutch will send as much power as possible to the front wheels in the event of wheel slip. Other cars will be front-biased, while Subaru's symmetrical all-wheel drive is famously split 50/50.

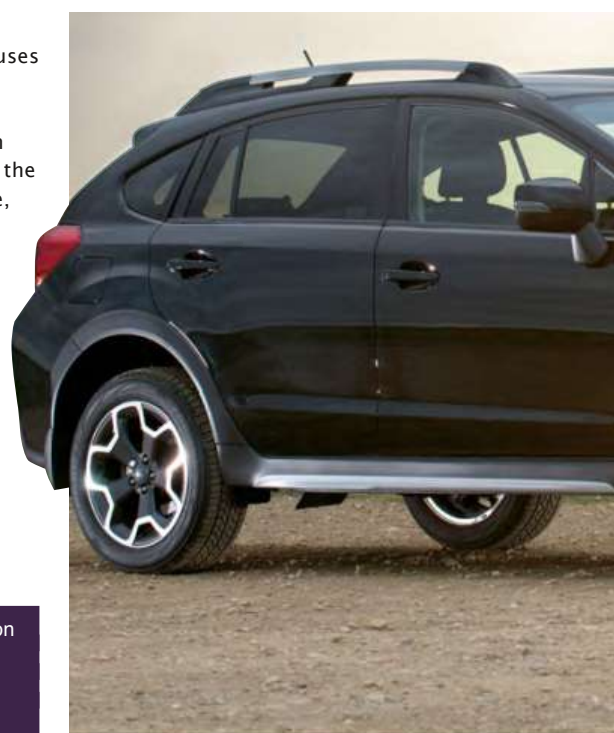
**WHAT'S HOT:** Always on, superior traction and handling, widely available.

**WHAT'S NOT:** Little off-road potential, re-active system, little driver interaction.

## INTELLIGENT TRACTION CONTROL

If full-time four-wheel drive is the full-fat solution, then intelligent traction control systems must be the diet approach. Not that this renders them useless in this off-road environment, just don't go venturing too far off the smooth stuff.

An example is Fiat's Traction+, which works by monitoring the level of grip at







the front wheels, then ensuring the one with the most grip gets the most traction. In theory, this could make the difference between getting home or being stuck at the roadside. What's more, as there's no additional hardware or mechanicals, apart from its electronics, it's cheaper and doesn't add any unnecessary weight.

You may be familiar with Peugeot's Grip Control system, which was fitted to our former long-term 2008 and other test cars over the years. It goes one step further than Traction+ by offering the driver five driving modes, including standard, snow, all-terrain, sand and electronic stability program off. There is no impact on fuel efficiency or CO<sub>2</sub> emissions with this innovative setup.

**WHAT'S HOT:** Easy to use, ideal for most UK drivers, no impact on efficiency.

**WHAT'S NOT:** Still only two-wheel drive, not a proper off-road solution.

## TRACTION MANAGEMENT SYSTEMS

Systems such as Land Rover's Terrain Response and Jeep's Selec-Terrain allow the driver to utilise an intelligent traction management system, with the ability to select between a suite of different setups to cope with wildly differing off-road surfaces and conditions.



## LOW-RANGE GEARS

These are additional low-range gears, designed to make off-road driving easier. Land Rover recommends using low-range first gear for rocky ground and descending slopes, while using low-range second gear for soft ground and wading, for example.



... Subaru's symmetrical all-wheel drive is famously split 50/50.





**Willys Jeep: military hero and off-road pioneer**



**Fiat Panda 4x4: the world's first off-road city car**



**Audi quattro: pioneered the use of four-wheel drive in a mass-produced passenger car**



**Range Rover: Europe's first luxury off-roader and icon**



**Jeep Wagoneer: the first Sports Utility Vehicle (SUV)**



**Subaru Leone 4WD: first four-wheel drive passenger car**

## WHICH SYSTEM IS THE RIGHT ONE FOR YOU?

Deciding which solution is right for you largely depends on your circumstances. If you live at the top of a hill in a house approachable only via a rutted track, then you probably already own a full-time four-wheel drive SUV. You need grip, traction, stability and the additional ride height. If you spend the majority

of your time on-road instead of off it, a part-time system could be the answer, but remember you won't benefit from the advantages of an all-wheel drive system. That said, all-wheel drive doesn't necessarily add increased ride height to the mix, so choose with care.

For the most part, the worst conditions the majority of UK motorists will face are wet roads, a slushy supermarket car park



and icy conditions. The added security and reassurance of a modern all-wheel drive system, such as Audi's quattro, BMW's xDrive and Subaru's symmetrical all-wheel drive will be ideal. Alternatively, consider the 'light' approach offered by Peugeot's Grip Control and Fiat's Traction+, which are better than you would think, and won't have a negative impact on your running costs.





**Land Rover Series 1: design legend with peerless off-road ability**



**Toyota Land Cruiser: the off-road legend can trace its roots back to 1950**



**Jensen FF: first production four-wheel drive sports car**



**AMC Eagle: the world's first crossover?**

## WINTER TYRES: THE NEXT BEST THING?

You've seen what happens to the UK after a couple of days of snowfall. The country grinds to a halt, the media creates mass panic and sellers of 4x4s rub their hands with glee. But such weather conditions are a rarity and it would be unwise to invest in a serious mud-plugger for such extreme and irregular circumstances.

Which is where winter tyres come in. It's no surprise to see them mandatory in certain parts of Europe, such as Austria, Finland and Germany, although the chances of driving in snow or ice are obviously much increased in these

## HILL DESCENT CONTROL

Some off-road vehicles feature hill descent control, which has the ability to hold a vehicle at a pre-determined speed. As the electronics handle the braking, all the driver has to do is remove the feet from the pedals and steer the vehicle safely down the hill.



countries. Winter tyres are designed to operate at temperatures below seven degrees Celsius, making them ideal for wet or icy conditions.

Not only will the winter tyres perform better in snowy conditions, they will offer superior grip and braking performance on wet or icy roads. It's not uncommon to see a front- or rear-wheel drive car on a set of winter tyres still moving when a 4x4 on summer tyres has been left stranded. But remember, these tyres are designed specifically for the winter months, and will not offer the all-round capabilities and protection that a proper off-road system can. **D**

**Gavin Braithwaite-Smith**



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# OFF ROAD

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## IN AN OLDIE

What is it like, going off-road in a historic Land Rover? One from way back, before modern electronics did so much of the work for you. Sue Baker went to Fen End to check out a new venture.

**T**his is nostalgic heaven. Facing us are some of the biggest icons of Land Rover history, a Series One and Series II, and a first generation Range Rover. Spread out behind us is a mud-pluggers' playground of deeply-grooved woodland tracks. They criss-cross the land with an assortment of off-road challenges: coagulated slaloms, soggy bottoms, steep side-slopes and axle articulation hillocks.

We are here to go time-warp off-roading, having an early experience of one of Jaguar Land Rover's newest ventures, Heritage Experience. The location is Fen End, Jaguar Land Rover's private test track and 4x4 course in rural Warwickshire. The company acquired Fen End just over a year ago. The 200-acre site was an old wartime airbase, RAF Honiley, and more recently a test facility for Prodrive and used for track days. Jaguar Land Rover bought it as a base for its vehicle operations division, and also as

a home for heritage experience driving, to let its customers wind back the clock and go mud-plugging in some of the best Land Rover models of yesteryear.

So here we are ready to go off-roading old-style. Owners of classic Land Rovers can come here with their own vehicles, or anyone can buy into a package with access to the company's own collection of heritage vehicles included. You can drive





or be driven, compare the rough terrain capabilities of cars from different decades, experience oldest versus newest, and enjoy yourself having a valid excuse to go and get grubby. Diesel Car grabbed one of the first driving slots to try out the heritage rough stuff. We were particularly keen to try early vehicles, so started with a Series One, dating

back almost to the time when talented engineer Maurice Wilks sketched the outline for a new utility vehicle into wet sand on an Anglesey beach.

We're handed the keys of a 1949 80-inch wheelbase Series One, with its ladder-frame chassis, 1.6-litre 50bhp engine, rudimentary Worm and Nut steering and permanent



## || The location is Fen End, Jaguar Land Rover's private test track and 4x4 course in rural Warwickshire.

freewheel four-wheel-drive. The fuel tank is under the driver's seat, and is only filled half way for fear of spillage, as the unyielding leaf spring suspension bounces the car around. Driving an embryonic Land Rover today, as then, is hard physical work. First it's a steep heave to get yourself up into the vehicle, and then everything about it needs yet more muscular effort, from hauling on the unassisted steering to stomping on the pedals, or even cranking open the front vents to scoop in some air. But show the car some mud, or a decently difficult slope, and the old Landie really does its stuff as a brilliantly tough master of challenging terrain. The Fen End off-road course is mostly only moderately demanding, and the

Series One shrugs it aside with ease.

Then next into a Series II, and the difference is remarkable. This one has very special provenance, as Wilks' own company car when he was managing director. It feels quite spooky to be driving it. Outwardly quite similar to its predecessor, for driving experience it is a quantum leap. Although still by any standards a rustic vehicle, it is notably less hard work to haul around. With none of the benefits that modern electronics deliver, it nonetheless munches on the tough bits of terrain and spits them aside. By comparison with these two, what a formidable contrast the first generation – now called classic – Range Rover shows itself to be. The seats are armchairs rather







than canvas deckchairs, and driving it today is a reminder of how sophisticated it must have seemed back then, a limo on stilts that could still very effectively cut the mustard over the rough stuff.

If you want to try this yourself, and your own off-road experience is limited, skilled instructors are on hand to help you make the most of it. Land Rover historic drives start from £40 for a short passenger experience. Half an hour of off-roading in a classic Range Rover is £90, and half a day in a variety of vehicles from a Series One to the newest Range Rover is £250. More information is available at [www.heritagedriving.co.uk/content/landrover](http://www.heritagedriving.co.uk/content/landrover).

Just be warned that there's something a bit odd when you first arrive at Fen End, and encounter a small mystery as an initial distraction. Much of the site features some very low-level fencing, not much above ankle height. What on earth is it for? It's there to ensure that the new heritage off-road driving activities do not interfere with the local wildlife. Foxes? Badgers? Pheasants? No. The site is an important habitat for great-crested newts, and the minimal green plastic barriers are there to keep vehicles and amphibians apart. Endangered newts are part of our heritage too.

**Sue Baker** 



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# JEEPERS CREEPERS

In the heat of mid-summer a rugged corner of France on the edge of the Alps becomes a challenging off-road playground for Jeep owners. Sue Baker went to join in the fun.

**A** head is a vertiginous slope that might well send the bravest mountain goat haring off in alarm in the opposite direction. "You cannot be serious. You want us to go up there?" It is not only ridiculously steep, but also perilously rock-strewn. Big rocks. Huge. Apparently we are about to drive up it, over those rocks. Our lives thus far flash before our eyes. We have driven off-road in some pretty extreme places, but this is just pure insanity...

Minutes later, we crest the top of the slope. It has been a brutal climb, viciously spraying jagged boulders against the car's elevated underside and erupting a dust storm behind us. What seemed impossible has been done, and we can barely believe what I have just experienced. Welcome to Camp Jeep, a giant patch of Wild West terrain in the foothills of the Alps, where Jeep owners gather to have

some outrageously rugged and wildly adventurous fun with their vehicles.

Camp Jeep takes place over a long weekend at Montalieu-Vercieu Vallee Blue, about an hour's road trip from Lyon, heading east towards the Swiss border. This kind of event has long been

established in the US, where the legendary toughness of the Jeep brand has a huge following. It is a more recent trend here in Europe, but growing rapidly in popularity. Organised by the Jeep Owners Group, a 30,000-strong international band of enthusiasts, Camp Jeep is an adventure







pipe to negotiate it. In a lively central area there is a fire-pit with surrounding log seats, ready for evening gatherings with country music and copious amounts of beer. Perched nearby with its front wheels on a huge log is a Wrangler decorated with the American flag. A large grandstand is ready for live music late into the night, and pride of place beside it is given to a 1946 CJ, the first post-war civilian Jeep. Alongside is Golden Eagle, a version of the CJ that became the first Wrangler. Both historic vehicles are owned by Camp Jeep organiser Luna Bondesan.

But driving is central to what Camp Jeep is all about, and we couldn't wait to get started. It's quickly clear that this is no casual 'try it and see' activity. Expert off-roaders from the owners' group have graded and marked all the terrain we're tackling, using a ski slope-style colour coding: green for the more modestly demanding climbs and descents, blue for those needing greater expertise, and red for the really tough stuff. There are also black routes, but those are strictly



## There are well over 400 Jeeps on site, ranging from modern Renegades and Cherokees to 1940s relics...

magnet for some 2,000 'Jeepeys' who relish doing a bit more than mere road-going motoring with their off-road capable SUVs. They have come from all over Europe, the United Kingdom included. There are well over 400 Jeeps on site, ranging from modern Renegades and Cherokees to 1940s relics – and including extreme off-roaders like the 1978 heavily modified Wrangler, with a 6.6 litre V8 engine, in which we have just scaled a miniature Everest.

As soon as you arrive at Camp Jeep, the fun begins. To enter, you drive through the soaring gateway of an enormous replica Jeep grille, with downward cascades of water to represent the iconic seven-slot design. Then you motor past a long flooded gully with water deep enough to need an engine breather







for highly-experienced owners with heavily modified vehicles on huge balloon extreme-terrain tyres. Just to add to the fun, some of the most outrageously difficult slopes have been given cautionary labels to tell you what to expect, such as Steel Bender and Cliff Hanger. We've just been tackling one of those!

The modified Jeeps are the hero vehicles of the event, and crowds gather alongside the black routes to watch the

tortuous ordeals their owners are putting them through. There's a lot of cheery chatter going on, it's all very animated and convivial. The variety of vehicles attacking the terrain is fascinating. Here an ancient Willys MB is being driven with minimal respect for its antiquity, there's a turn-of-the-Millennium Cherokee that has come on a road trip from Germany to be there, elsewhere a Grand Cherokee that has travelled halfway across Europe to



lap up some punishment, and everywhere you look there are Wranglers and their occupants covered in dust, being driven to the limits of their capability. Most surprisingly, there were new Jeep Renegades earning their spurs over some of the sub-black tough stuff. We drove all the non-black Camp Jeep routes in current-range cars, and of course the Wrangler is hugely capable and the Cherokee impressive over some pretty demanding terrain. But we hadn't expected a Renegade, close cousin to the Fiat 500X, to cope with the ordeal of a red run, and it did with credit. Jeepers Creepers! What an event.

**Sue Baker** 



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A large industrial factory setting with a Land Rover Defender chassis on a yellow conveyor belt. The chassis is light green and has the number '683' on its side. In the background, other vehicles and factory equipment are visible under bright overhead lights.

# LAND ROVER'S LEGEND

As the sun sets on Defender production early next year, we take a look at the classic Land Rover through the years, and at some of the weird and whacky versions that have been created during that time.

**T**here's no denying the iconic status that the Land Rover Series and Defender models have gained over the decades, but what makes this odd-looking, somewhat-dated vehicle so appealing to the masses? After all, compared to modern models it lacks the dynamism and technological advancements, it's not exactly comfortable with its narrow dimensions meaning you will often spot the driver with their arm out the window (even in winter), and it's always been as basic as they come. Yet still we clamber to get our mitts on the vehicle and our hearts skip a beat every time we spot one – the more beaten up, the dirtier, and the more battered the better.

Well, the answer to the mystery may lay in the valuable opinion of a toddler who told his dad that the car has the “go go factor” – read it and weep Simon Cowell! The child in question is two-year-old Samuel Bishop, son of Land Rover Experience senior instructor, historian and self-confessed Land Rover-nut Michael Bishop, who explained: “It's so difficult to pinpoint why the vehicle has so much appeal, but my son has a level for the best modes of transport that he spots. They are called ‘go go's’ so double decker buses, aeroplanes and trains, for example, are called ‘go gos’”. He has seen many fabulous cars in his short life, but none have impressed him that much. Then out of the blue my Series 1 and Defenders have

## 1990S 12-SEATER SAFARI BUS



Built and engineered in the late 90s, this unique 12-seater was developed in South Africa and is powered by a 2.5-litre Td5 engine. There were 12 models created to be used as safari tour buses, and three are now in use at Solihull where they transport guests around the plant. They have been refurbished over the years, and each vehicle has clocked up about 10,000 miles since new.



suddenly been elevated to this high and prestigious 'go go' status." But now Michael has the arduous task of trying to coax an explanation in toddler-talk from his son and it's definitely a work in progress.

In the meantime, Michael is busy showing true enthusiasts around the Land Rover production line at Solihull as part of a year-long celebration project that has seen around 100 visitors per day visiting the factory. Many of the owners arrive in their vintage models and are given a three-hour guided factory tour, where they can watch Defender models being hand-built, piece-by-piece, and rolling off the production line. This is a unique process, as the body shop for Range Rover and Range Rover Sport is 96 per cent automated with 328 robots. But the Defender line only uses robotics for the spot-welding of the bulkheads and gluing of the doors.

The event also includes a trip down memory lane, with a closed-off area that looks back at the vehicle's history and features some vintage material and models. The tour has been set up as a celebratory tribute to the Defender and its predecessors, which will cease to exist in its current form when the production line, which employs about 500 people, closes at the end of January. There are, of course, plans for a replacement on the horizon, but the hand-built Defender that we have come to love and cherish will end its days early next year.

This year the two-millionth model rolled off the line, and it is estimated that two-



**Many of the owners arrive in their vintage models and are given a three-hour guided factory tour...**

**1968 SERIES 11A 109 SAS PINK PANTHER**



This model features a 2.25-litre engine with a four-speed gearbox, and is one of the 72 models that were adapted to SAS specification by Marshalls of Cambridge in 1968. It was initially painted Bronze Green, but was adapted for the differing terrains. Later down the line, pink proved to be the best camouflage colour scheme for Oman, and that is how the model earned its Pink Panther nickname. Additional specifications on this vehicle include smoke grenade launchers, machine guns, a flare gun, axle guards, search lamps, additional fuel tanks, a sun compass, and rifles in wing boxes. The Pink Panther vehicle remained in service until 1984.

**2014 ICELAND DISCOVERY SPORT EVENT SUPPORT AND RECOVERY VEHICLE**



This weird, yet impressive, Defender was adapted by the Land Rover Experience specialists to work as a support and recovery vehicle in Iceland where the Land Rover Discovery Sport was launched in December 2014. It is powered by a 2.2-litre diesel engine mated to a six-speed manual transmission. The adaptations included a 50 millimetre suspension lift, interior diesel heater, snow cowl, a locking rear differential, set of mattracks, raised air intake, roof rack, front spot lights, roof rack spot lights, and a Warn winch.



1950 SERIES 1 BERTRAM MILLS CIRCUS VEHICLE

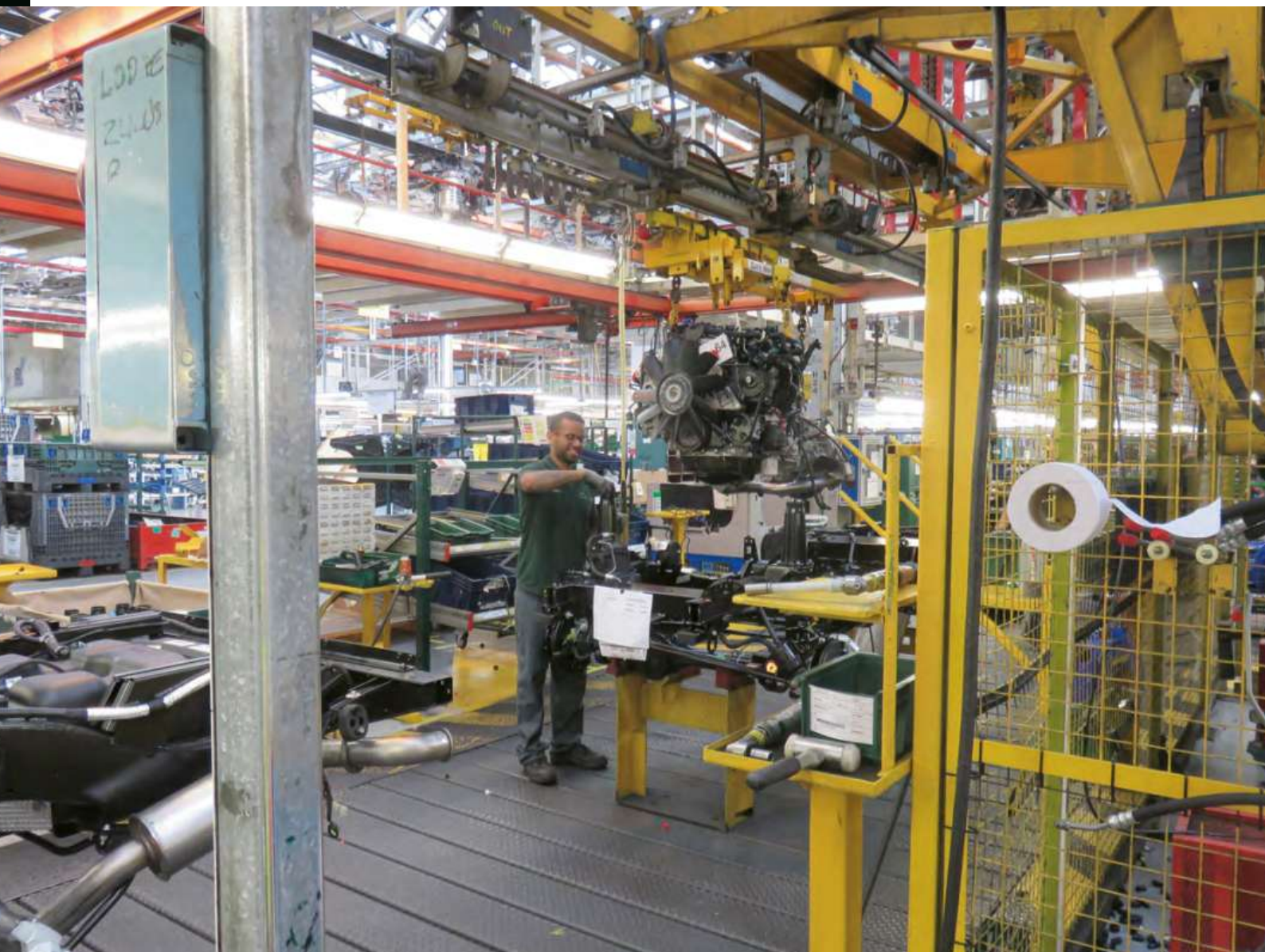


This eye-catching vehicle was developed in the late 1950s by Bertram Mills Circus and was designed to give the impression that the car was being driven by the circus elephant named Kam. The real driver would sit in the boxy area at the rear of the vehicle and control its operation via extended controls. This meant some design alterations to make room for the driver, such as making the vehicle left-hand-drive, and placing the steering wheel in the centre. It is powered by a 2.0-litre engine mated to a four-speed gearbox, and extra features included coloured lamps on the bonnet. These lights were operated by the trainer walking alongside the car, and apparently instructed Kam which side to exit from.

1958 SERIES 11 MOY ELEVATOR



This vehicle was developed in 1961 as a private project, and despite the elevator making the vehicle virtually impossible to drive due to its high centre of gravity, it was considered by many potential users at the time. Powered by a 2.25 petrol engine with a four-speed gearbox, the ramp at the front of the vehicle can be used as a crane by attaching a custom-made hook.





**2000 LARA CROFT 'TOMB RAIDER' FILM VEHICLE**


Three Defender Td5 vehicles were adapted by Land Rover Special Vehicles for the blockbuster film Tomb Raider, starring Angelina Jolie as Lara Croft. It was fitted with a 3.5-litre V8 petrol engine with an automatic gearbox, and then given a number of special touches to create a fantasy expedition model. Despite the special effects, the vehicles were developed solely as design props and never intended for road use. However, due to the film's resounding success, special Tomb Raider Limited Edition models in 90 and 110 format were introduced and went on to become one of the most desirable collector cars. The picture shows one of the original movie set models

**1956 SERIES 1 FIRE TENDER**


With a 2.0-litre engine and four speeds, the 1956 factory-built fire engines were created at Solihull and were painted bright red and equipped with the likes of red seats and an oil cooler. Many were purchased by private companies as very capable and cheap fire engines, which helped keep insurance premiums lower. This particular model was bought by ICI for use at their underground explosives factory in Wales, and was in operation until 1994. Despite looking a little weary, it is still in running order.

thirds of those built are still out there somewhere, and it would be a safe bet to assume that many of the remaining 34 per cent are sat in pieces on garage floors waiting to be re-assembled. That's because over the years the Series I, II and III Land Rovers, along with the Defender, have become collectors' items and many an enthusiast or would-be restorer has a "work in progress" that is still in bits and awaiting some tender loving care, along with some expert guidance.

As for Michael, his craving for Land Rover know-how began at an early age when he managed to buy a late-1949 model in his native Australia. It came in pieces, and as a teenager took him two years to re-build, and by the time it was roadworthy he was completely hooked. He said: "I bought it in late 1988 and was really lucky that I got a good one. The owner was an enthusiast who had bought the vehicle to restore – he pulled it apart and just decided to sell it and use the money to fix his house up. I searched through a lot of records and eventually found the car's history. It had been on two farms its entire life and done


**THE DUNSFOLD COLLECTION**

- Beginning in 1993, as a development of a private collection, the Dunsfold Collection of Land Rovers was created by Land Rover owner and enthusiast Brian Bashall, and is continued today by one of his sons, Philip Bashall.
- There are currently 124 vehicles in the collection, which was granted Charitable Trust status in 2014, with the long-term aim of the trustees

to raise the funds needed to create a permanent museum.

- The Dunsfold Collection organises a biennial open weekend and, in addition, vehicles are exhibited at a number of Land Rover and classic vehicle events each year
- If you would like more details on becoming a Friend of the Collection, a volunteer, or would like to make a donation, visit the website at [www.dunsfoldcollection.co.uk](http://www.dunsfoldcollection.co.uk)



**1964 SERIES 11A FOREST ROVER BY ROADLESS TRACTION, HOUNSLOW**



Hounslow's Roadless Traction were renowned for converting tractors to four-wheel-drive vehicles for companies such as the Forestry Commission, who needed good ground clearance and excellent traction. But they developed this rather unusual Land Rover with its 2.25 petrol engine and four-speed gearbox known as the Forest Rover. Around 20 vehicles were built and most were shipped overseas, but this particular model was bought by the Central Electricity Generating Board in 1964. It was driven the 200 miles to its base at Rhayader, Wales, where it spent its life on dam maintenance work. It was painted bright orange and underwent a ministry test every year until 1987. It was acquired by the Dunsfold Collection in 1989.

**1998 DEFENDER WOLF 110 'FIFTY 50 CHALLENGE' SUPPORT VEHICLE**



Seven Defender Wolf vehicles were designed and equipped for Sir Ranulph Fiennes' 1998 global expedition, which was unfortunately cancelled at the last minute. However, a team of Land Rover employees got together and organised their own charity adventure to celebrate 50 years of Land Rover. This vehicle, powered by a 2.5-litre engine and a five-speed gearbox, was part of that expedition which became known as the 'Fifty 50 Challenge'. The team visited 50 countries in 45 days and then went on to reach 56 countries in 50 days. They had hoped to raise £50,000 for UNICEF, but actually raised more than £130,000.

about 25,000 miles, but they were really hard miles. It was pretty beaten up and the engine hadn't had an oil change... probably ever. I took the plug out and no oil came out, just a thick trickle of sludge. I had it running by the time I was 16, and on the road by the time I was 18. It was my first vehicle and I used it as my wedding car, and it still lives in Australia waiting to be fired up when I go back."

But owning an early edition wasn't enough for Michael, who was determined to research the history of the model, initially in Australia where they were assembled as

**The original vehicle was the right one for 1948, but we've got to the point in this modern world where we need the right vehicle for now...**

'knock-down' vehicles – part British and part Australian-built, yet assembled down under. Stephen explained: "I tried to track down as many of the original vehicles as possible, but Australia is such a big place. People would see an early Land Rover and say it must be a '48 model by assumption. But

if you're doing a trip in Australia you can easily do 700 miles to see something that isn't what it's meant to be. I came to the UK and wrote down details of all the early vehicles that went to Australia. I noted down which state they went to, and then tried to get in touch with people selling them. I'd ring them up and would ask them to let me have the chassis number. If that matched my records, then I sent them a throw-away camera in the post with money to send it back and asked them to take photos of the vehicle. It was thanks to that process that I soon found all kinds of rare vehicles without wasting time travelling around to no avail."

Then in 2008, Stephen moved to the UK and in no time at all was the owner of 'number 16' – that's the 16th model to roll off the production line – ever! He explained: "I actually put it together for a friend and then he didn't feel like it was his vehicle anymore, so he sold it to me. More fool him really – this was number 16 of the original 48 prototypes that came off the line. The board commissioned 50 pre-production vehicles. One was the original centre steer version, another was a mock-up vehicle, and numbers 1 to 48 were produced."

Needless to say, Michael is still the proud







owner of number 16 and through his gritted determination and sheer devotion to his cause, he even managed to track down Arthur Goddard who was the original project manager for the Series I model, along with a whole host of other experts along the way. Michael now owns eight Land Rovers, the most modern being a 1953 version, although he admits he might sell one to buy a new limited edition model introduced

earlier this year – probably an Adventure 90 in grey, he explained.

So why has time been called on such a magnificent piece of British craftsmanship, and are we any closer to discovering the reason for its magnetic appeal? Well, according to Stephen there is a whole pile of reasons for its demise. He said: “The original vehicle was the right one for 1948, but we’ve got to the point in this

modern world where we need the right vehicle for now, especially when you look at markets like the US and China. There is an opportunity there for a Defender of the future and that’s what we’re looking at.”

“As for its charm and appeal, it’s a platform that you can adapt making it the perfect restoration package. You only have to look at the wide and diverse formats that have been developed – there was even a Hover Rover that was built to cross fields without causing ruts or damage to the land as it moved. It is concept ideas like this that have helped make it such an iconic figure.” But when it comes to the actual physical attraction and magnetism of the vehicle, Michael admits he still doesn’t know, and I guess we will have to wait until young Samuel is old enough to explain exactly why the car has the ‘go go’ factor.

In the meantime, we should just celebrate another British treasure, rather than mourn its demise. After all, on a damp and cold garage floor somewhere, another Series model is undergoing a restoration project, albeit with no set timescale and it’s thanks to those ventures that its memory will live on.

**Maxine Ashford** 





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## BUYER BEWARE?

On account of the appeal of owning a large seven-year-old Mercedes-Benz for less cost than a brand new city car, I have noticed that the R-Class appears to be particularly good value for money. Could you tell me if there are issues I should look out for when buying a second-hand one? Are there any reliability issues with the 3.0-litre diesel engine, the four-wheel-drive system, or with the automatic transmission? Your help would be much appreciated.

**Matthew Birkinshaw**

Well I guess it depends a lot on what you expect Matthew. There is of course a good reason why the R-Class appears good value and "a lot of car for the money" and that's because not many people want to buy them. It's also not really a practicable alternative to a city car. But it's a well built, very complex machine that weighs a lot (over two tons), is very large (4.9 and 5.2 metres for the long-wheelbase edition), but has an air of class that is undeniable. In exchange for relatively low depreciation you must inevitably expect some significant costs for occasional repairs, and regular consumables like tyres. I would certainly not suggest that you buy an R-Class if your annual mileage is much below 5,000, or unless you have another family car that can be used for routine journeys and short journeys that aren't good for its complex mechanics; it needs long runs at nice steady cruising speeds, when you can fully enjoy its merits. On such runs you'll probably get 28 to 30mpg. It'll be quite a tank to park, you know – not the same size as your alternative "brand new city car!"

Let's look at servicing and reliability. In 2012, Warranty Direct rated it one of their least

reliable cars, and they rate it's unreliability and repair costs well above average, with an index of 474 when the average is 100 – but then that includes all cars, and you would expect something like this to cost you a bit to run. I don't think that reliability is necessarily associated with specific cars, although admittedly some are weaker in specific areas than others. It's all down to mechanical sympathy and good driving style, and people with those abilities will spot trouble before it happens, or gets serious. If your motoring history is good and you haven't had much mechanical trouble, then you are a good bet for owning such a car.

But I should say this. I am giving you a potted view of the prospect of owning such a car, but you need to do more research and learn more than I know about the R-Class. Get stuck in on the internet and find out about all the various model variants, the facelifts, the engines, and so on, and go into the buying exercise as an expert. Otherwise you will learn all these things after you have bought the car, not before! Look at any possible buy as a whole; its overall condition, and gain an impression of how previous owners have treated it. It will be a good guide to many otherwise invisible things. Also, I would suggest you find an independent Mercedes-Benz specialist garage, hopefully owned by an ex-Mercedes trained mechanic, and talk to them about the R-Class, and its weak points and maintenance costs. They may well even



put you in touch with an owner who is looking to sell, and whose car they maintain. Service history is essential, because without it all sorts of neglect is possible. You won't find one at any franchised Mercedes-Benz garage, because they don't sell cars as old as this, but if you can find a friendly man at a dealer, again they might point you in the right direction. You will not be able to afford to pay their prices for servicing and repairs though, which is why you will need an independent specialist, and if you don't have one nearby, it will be a big handicap to ownership. Engines and transmissions that are correctly serviced will go on towards 200,000 miles, and you should not let high mileage, say up to 100K, put you off a purchase if the service history is good. Things like catalyst boxes and particulate filters are of high quality and last well, but can be very costly to replace.

I hope this helps you in your decision and subsequent purchasing, if you decide to go ahead. But don't rush into it, as I have said. It could be a bit like the old saying about buying a boat – that there are "only two good worry-free days in owning a boat, the day you buy it and the day that you sell it!"

*Doc*



## IRRATIONAL RATIOS

It's me again, bellyaching about gearing yet again! I am presently using a Toyota Aygo hire car in Spain (petrol, I'm afraid), in which you have to rev the engine like blazes to get started in first without stalling, even on the level. Crazy! Anyway, a month ago we bought a three-year-old SEAT Ibiza 1.2 TDI CR Ecomotive with only 21,000 miles on the clock. Its elegance, economy and general comfort impressed us, but we were made aware of a potential irritant. On our way to a suitable place to try the car, the young sales assistant spied a good stretch of road and evidently thought: "Ah! Dual carriageway means fifth gear!" At 35mph, and at all of 1,050rpm, the boom and vibration were indescribable and little better when we reached 50mph and 1,500rpm. After 21,000 miles the engine might be used to that kind of treatment, but is labouring like that no longer seen as being harmful? Whilst second gear takes you from standstill to 30mph in a trice, the step up to third is an incredible 75 per cent – about the same as second to fourth in most cars. It would be manageable if the engine didn't labour below 1,800rpm though, with that booming resonance, even when a dashboard signal actually recommends engaging each gear from below 1,500rpm. On a modest, but lengthy, urban gradient, with traffic conditions allowing a steady 28 to 30mph, third gear is unthinkable and, for a diesel, even a small one, this is plain silly. The jump from third to fourth is some 41 per cent, and whilst a wider gap would have resulted in a sensible third gear, fourth still labours at 43mph. Surely SEAT boobed here? Fifth (top) gear is wonderful, with a mere 2,120rpm showing at 70mph, though many would resent having to drop down to fourth at 60mph, when labouring sets in.

I wonder if a six-speed box could be fitted, but still the 1,400 to 1,800rpm range would be unusable. Tunit, who seem to win golden opinions and have been most helpful by phone and e-mail, assure me that they could achieve higher torque at lower revs per minute, so am somewhat inclined to take this route – unless you know of any simpler and more obvious remedy, or unless you consider that a minimum driveable figure of 1,800rpm could indicate a fault. I reckon the Tunit treatment could pay for itself in two to three years. One of my saucier friends points out that I'll be a historic old codger



by then. Well, I'm already a historic fan of Diesel Car and aspire to be a contented old codger in due course. Best wishes to you and your team,  
**John R Turner, Glasgow**

My word, my brain hurts a touch after digesting all that John, but I certainly take aboard your various points. I recall feeling something of the same frustration when I drove a similarly geared Polo 1.2 TDI 75, but with regard to its gearing and performance more than its lack of refinement. Your quoted road speeds are speedometer figures which, by my calculations, are around 10 per cent high. According to SEAT gear ratio figures, for instance, your 70mph at 2,120rpm is actually only 65mph, give or take a few tenths. So that makes some other figures somewhat less extreme, although I can certainly understand you (apparently) habitually taking off in second gear, and the gearing is certainly far from ideal, although possibly aimed at producing the best EC test fuel economy figures!

Volkswagen Group TDI engines often have quoted maximum torque speeds (in this case 133lb ft at 1,500rpm) that are well on the optimistic side, and I've seen independent dynamometer plots that support this, showing peak torque speeds 400 to 500rpm higher than the quoted figures. But let's get this in perspective. Much of your irritation is generated by the apparent lack of torque, although this would not be so irritating if the significant boom and vibration were not apparent. I do think the latter is worth checking out – specifically in the areas of engine mountings and the exhaust system, to body "hangers". The Ibiza's three-cylinder engine is not the smoothest of beasts, but it is very robust though, with its short and sturdy

crankshaft, and my memories of the 90bhp 1.4 TDI variant in a (lower geared) Audi A2 are not of a particularly boomy or inflexible engine. There is a somewhat psychological effect with a three that makes it sound as if it's labouring, because there are 25 per cent fewer firing pulses than with a four. But you should be able to run this engine down to 1,200 to 1,400rpm (although maybe not under heavy load) without causing any damage. But at 21,000 miles, and possibly with a mechanically unsympathetic previous owner, this engine may still be pretty tight, and if you keep trying to run it at low engine speeds it may stay that way. I suggest that you start giving it a bit more stick in the lower gears, and ask the supplying dealer (or a helpful independent garage) to check that the exhaust system is hung properly, and that the bushes in the engine mountings are not perished or damaged. You can even get someone to turn the engine off while you have the bonnet open and observe to what degree it shudders and shakes on shutdown.

It's also even possible that the injection system is a bit gummed up and that the low-engine speed spray pattern is suffering, so I would source some additive such as the excellent Exocet Diesel Power Restorer and give that a whirl. As regards tuning, possibly by Tunit, who are certainly very well spoken of, this may well produce more low-down torque, but I'm not utterly convinced that it will necessarily eliminate the boom and vibration, and not entirely convinced that you'll see your money back within three years. I hope some of the above is helpful. But it's easy to get hung up on such a problem when, with a bit of thought and flexibility of attitude, you could often drive around it. Best regards,

*Doc D*



## GATHERING WINTER FUEL



Like all fuel additives, the levels of anti-waxing and cetane improver addition for winter diesel can run from the bare minimum to meet the specification to more generous levels, and we have no firm information on how these additives affect fuel economy. Higher cetane values improve starting and general combustibility, but that doesn't necessarily imply any beneficial changes in fuel economy. The past two or three winters have also generated some fuel system blockage problems that are not the same as normal gelling/waxing up, and are as yet not

fully understood, but may be associated with the biodiesel content of up to five per cent.

What I think you have identified for Diesel Car readers is that the variations exist, but they may be very specific to engine manufacturer and local fuel supply in a specific geographical location. What interested or concerned readers should do is go out and test, as you have done, and purchase the fuel that they find runs best in their car – which might not even be the same brand (with or without any after-market additive they may purchase) in summer and winter; unfortunately though, it may well not be the same fuel when they buy that brand elsewhere in the UK! It's down to the cross-brand system where distribution terminals may supply a number of fuel brands whose quality differs only in the additive packages which they are given, not the properties of the base branded fuel, which may vary significantly around the UK, depending on which refinery supplies the distribution terminal. On top of all this, significant volumes of refined diesel fuel are now being imported from abroad.

On the DPF issue, I experience a similar phenomenon when a DPF forced regeneration takes place with my car. The running mpg drops into the 30 to 40mpg range, and it knocks back the running on-board computer mpg figure – reset every fill-up – depending on how far I have travelled on that tankful, but probably only by around one to two mpg over a whole tankful. It happens generally once or twice a tankful (600 miles plus). There's nothing amiss, now that I know when and how it is all happening! Thanks again Bill.

*Doctor D*

Now that summer is over, I thought I ought to update you on my experiences in using summer, rather than winter, diesel in my Kia Venga. When I was last in touch, (Issue 333) in early April, I reported running through a tankful of Esso diesel at the rate of 51.2mpg registered on the on-board computer. I then refilled with Shell in mid-April, expecting a tankful of summer diesel, but was disappointed to return only 55.2mpg – better than Esso, but only in line with previous tankfuls of Shell winter diesel. Since then though, each tankful (Shell or Esso) has returned very close to 58mpg. An experimental tankful of Tesco diesel (plus a double dose of additive) returned a below-par 56.2mpg. My conclusion, for what it's worth, is that winter diesel carries a fuel consumption penalty of three to eight mpg, depending on the brand of fuel. Supermarket fuel seems definitely inferior, winter or summer. Esso winter diesel seemed inferior to Shell, though I've not observed the same difference in their summer diesel fuels.

I confess to being a little disappointed with my summer consumption – I had expected to edge a little closer to the 60mpg mark. More subjectively, I remain unconvinced of the merits of universal distribution of winter diesel in the relatively mild UK. It's obviously an essential for some users, but I think that most of us would survive most winters on summer diesel and never notice the difference. Perhaps filling stations could offer us the option, just as they currently offer a choice between regular and premium diesel, so we could fill up with

either winter or summer grade, depending on our particular needs. I also think it's unjustifiable to be still feeding us winter diesel in mid-April.

Slightly off the topic, I had an illuminating experience after filling up with my current tankful of Shell. My homeward journey from the filling station is about 22 miles over undulating rural A- and B-roads, which I normally complete with a (flattering and unsustainable) figure of 70+ mpg recorded. On this occasion, diesel particulate filter (DPF) regeneration apparently initiated as soon as I left the filling station, and I was dismayed to reach home with only 46mpg showing – a dramatic illustration of the impact DPF regeneration has on fuel consumption. Happily, with half the tank consumed, the figure now stands at 58.1mpg, so I'm hopeful I might yet improve on my summer's best!

**Bill Lawrie**

Thanks for this update Bill. We've covered some of the ground previously – the specific response of the Kia engine to the winter/summer diesel grades, and the probable tank-to-tank variations from atmospheric conditions and traffic conditions that cloud the issue. But there's no doubt that you are identifying variations in fuel economy between different retail fuel sources and the negative fuel economy effects of winter grade diesel. I'm now fairly convinced by an authoritative source that refinery practice does not change at the supposed season change, but that the required specification changes for winter diesel are generally achieved using additives.



# SOAPBOX

## LIVING IN A BOX

It's a somewhat strange phenomenon that the two traditional areas that consume most personal income, housing and personal transport, are currently running in totally different directions, as they have been for quite some years. UK car sales are at a ten-year high, and set to break all-time records, whilst housebuilding is bumbling along, barely above the lowest figures for decades, and clearly failing to meet the demands of a growing population. The commonly offered explanation is the shortage of land supply for housebuilding and the restrictive effects of planning and building regulations. But the motor industry has had similar obstacles to overcome, primarily in the form of tough emissions legislation, and at the same time has introduced massive new technology that has impressively improved safety reduced road casualties, and even changed the way that we drive quite significantly.

But the financial challenges of car and property ownership are very similar – the requirements for credit finance, for most people – and the costs of credit are at almost all-time lows in both areas, with interest rates in low single figure numbers.

So why the difference, and when might the situation change? Well, one might expect the two expenditure areas to move in opposite directions and meet somewhere in the middle at a sensible level, and yet there are no signs of this yet, if you ignore the inevitable doom merchants who suggest that a bubble effect in new car sales volumes is destined to burst before long. But can we afford to ignore that supposed threat? Apparently the explosion of PCP (Personal Contract Plans) and personal leasing finance over recent years is vulnerable to a credit squeeze that will lead PCP buyers to walk away from their deals when it comes to the end of their agreement, instead of rolling over into new, and significantly more costly deals. Many will even struggle to pay off the balloon payment to own the car, which may leave finance companies in trouble, and depress used car prices. Well, that seems like a golden opportunity for used car buyers and, as we should know, used cars offer significantly better value by avoiding the high depreciation in the early years of ownership.

But there's also another contrasting, although rather unlikely, phenomenon that might enter the picture, and that's

an explosion of housebuilding that will encourage house ownership. With a diversion of domestic resources to home ownership and away from new cars, many owners may hang onto their cars for longer. So all is not quite as rosy as one might presume regarding new car sales and production, and there's also the impact of growing plug-in hybrid and pure electric car sales that could distort the traditional market picture, with 2015 already showing a tripling of sales over 2014. With the high early depreciation of electric vehicles, people are surely going to hang onto these cars for longer terms. What if the government £5,000 purchase subsidy were to disappear, as it might well do as sales increase and government spending is squeezed? So it's a confusing and mixed picture, with China suffering a cold wind of stalled economic growth, and new car sales there suffering, all is not rosy on the horizon. So we can understand why the Bank of England is keen to defer any rise in interest rates and, with suggestions that the next move in interest rates might even be downwards on account of UK economic stagnation, it's undeniably quite a challenging situation.

## PROBLEMS WITH CYCLES

I have been reading with interest about eco model variants in the last two issues of DC – in particular Ben Hastings' views in the latest issue of DM@il (341), on the BlueMotion/GreenLine/ECONetic etc versions of the standard diesel cars. The "book of twaddle", AKA the EC fuel figures, seems to give eco models an average of between six and ten mpg extra over the standard cars. I'm sure that in an ideal world where we all drive at a constant 50 to 55mph on cruise control, with no lights, heater or air con needed, these figures could be attained, perhaps in some instances bettered. The truth is that "normal" motoring is very different, and I would suggest that most motorists would be lucky over a period of a year to attain half of the projected additional mpg, if that.

I feel that, unless a motorist was covering substantial mileage, mostly on motorways, where the best eco benefits can be exploited, buying one of these eco models would not make sense. My Skoda Rapid 1.6 TDI Elegance, with no eco kit, is driven at between 55 to 60mph on the open road and I rarely obtain less than 60 to 65mpg.

On a completely different matter, that of remapping or add-on module tuning, exceptionally well explored within issue 341, I have on a few occasions used both remaps and add-on modules, all well under my insurers radar, simply because insurers in Northern Ireland will not, in any circumstances, consider insuring modified cars. I have tried them all, even taxi and drink driver specialist insurers, and still

get the same negative response. Would it not make sense for the likes of Tunit and other major players in the tuning industry to sit down with the car insurance industry and explain that granny's little diesel runabout would not be transformed into some sort of projectile that

travels at warp speed, which seems to be the slewed understanding of most insurers at present. Keep up the excellent work.

**Eddie Minford**

As you say, it all comes down to the farce of the EC test cycles, which don't relate to most people's normal motoring. For many people there is, as you rightly say, very often little benefit to be gained with the eco models. Higher gearing, improved aerodynamics, and lowered suspension, don't deliver for people who don't cruise at higher speeds. The only area where there is a clearly identifiable gain for everyone is with eco tyres with low rolling resistance, which should deliver gains of four to five per cent in almost all types of motoring.

There are now a few tuning companies that offer tuning aimed specifically at improved fuel economy, along with which usually come modest, but definite, performance gains. I seem to recall a reader saying that their insurance company had accepted this type of tuning without premium loading. A few insurance companies are being more kind towards engine tuning generally, so it might be worth an update and checking a few of them out. I think that LV (Liverpool Victoria in old speak) may be one of these. All the best, and many thanks,

*The Doc*







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## ★ DO THE MOTOR SHOW ORGANISERS HAVE IT **WRONG?** ★

Ian

I read about the new motor show for London next year and I can't help feeling that it is going to be a failure. The Goodwood Festival of Speed seems to have mopped up any appetite for a car show, so I wonder whether car manufacturers will bother to dig into their pockets a second time for another show in the UK.

Apart from that, the location is all wrong, being located in one of the most congested parts of London, while also being housed in a temporary structure. We all know how bad the British weather can be, changeable from one day to the next, so housing it within one of London's parks could quite easily be a total washout. Let's keep those beautiful parks doing what they do best.

The venue that was used for the 2006 and 2008 British International Motor Show at the ExCeL centre in East London was a good size, with good transport links for both planes and trains. Why not hold it there again, in purpose built exhibition halls where the infrastructure already exists. Almost half a million people visited the final show in 2008, prior to the global recession, and I think it could work there again.

**Connor Levington, Hastings**

Hi Connor

I'm inclined to agree with you on quite



a few of the points that you mention, and I question whether a second motor show-style event is viable. If you take into account the Canary Wharf show, it's the third British car show each year and I just don't think the visitor numbers can support it. Surely it would be better to expand an existing event rather than come up with something new.

I too loved the ExCeL venue, but then I would say that being based in the East of England, wouldn't I. I think the road links into it are superior to what you'll get for Richmond Park, and I could be wrong,

but I suspect that there will be gridlock, similar to what is seen in West Sussex when the Goodwood event is on.

While I would love to see a proper motor show return, in the same vein as Geneva, Paris and Frankfurt, we have to be realistic in that it isn't likely to happen. Lord March has come up with a fantastic event down at Goodwood, one that inspires car manufacturers to exhibit, and perhaps more effort could go into getting some of the non-sporting marques interested in showing off their cars there, too.

**Ian**

### Star Letter



The writer of  
this month's  
star letter  
wins a tool  
storage bag  
on wheels  
worth £68



Next month's star letter will receive  
a lithium-ion rechargeable  
inspection lamp worth £53.



# LEGAL i



Designed by solicitors, tested by barristers and available around the clock, Road Traffic Representation is an online legal system that allows people accused of a motoring offence to get free advice on how the law will be applied in their case, and referral to a telephone helpline and representation by a barrister in court if required. Practising solicitor Martin Langan spent two years designing the system and creating the data repository which allows the software to analyse road traffic offences with the same authority as a solicitor.

## COURT CHARGES

[www.roadtrafficrepresentation.com](http://www.roadtrafficrepresentation.com)

**Q** I want to challenge a speeding offence, and I've found your answers to questions about this very helpful, but I've recently heard that the courts are now charging extra to defend a case, which seems very unfair to me, as it's weakening my resolve to plead not guilty to the charge. Is there truth in what I have heard?

**A** The only inaccuracy in what you have heard is as to the courts charging "extra", as until recently there was no charge for using the criminal courts. However, on 13th April 2015, regulations came into effect that impose a charge on adult offenders convicted of an offence, unless the offender was given an absolute discharge for the offence, which does not happen very often.

A 'summary offence' means an offence that can be dealt with only in the magistrates' courts, which covers the majority of motoring offences. An 'either way' offence means an offence that can be dealt with either in the magistrates' court or in the Crown Court, e.g. dangerous driving. 'Indictment' refers to trials where the case can be dealt with only by the Crown Court, which rarely applies to motoring offences.

These are draconian changes and can have consequences that strain our concepts of fairness. The court must impose the relevant charge, regardless of the offender's

### Outcome of Case

Outcome of Case	Charge
Conviction by a magistrates' court on a plea of guilty by post	£150
Conviction by a magistrates' court for a summary offence on a guilty plea in court	£150
Conviction by a magistrates' court at a trial on a summary offence dealt with in the defendant's absence, without there being any oral evidence given in court	£150
Conviction by a magistrates' court for an offence triable 'either way' on a guilty plea	£150
Conviction by a magistrates' court at a trial of a summary offence	£520
Conviction by the Crown Court on a guilty plea	£900
Conviction by the Crown Court at a trial on indictment	£1,200
On a magistrates' court dealing with a person for failure to comply with a community order, suspended sentence order, or supervision requirement	£100
On a Crown Court dealing with a person for failure to comply with a community order, suspended sentence order, or supervision requirement	£150

circumstances, and is not allowed to take into account the impact of the charge when deciding on penalties for the offences before the court. A number of magistrates have resigned over these stipulations and you may have read, or heard, of cases whereby offenders have been given quite trivial sentences in terms of a fine (not necessarily related to motoring offences), but hit with court charges that bear no

relation to the seriousness of the offence, or the offender's ability to pay.

The rules may have a heavier bearing on your decision about whether or not to fight a case that would otherwise apply, since the difference between being convicted on a guilty plea after a trial, or a not guilty plea, can be uncomfortably wide. This therefore strikes me as an imposition of undue influence on that decision.

## FASHION SENSE 9/10 – DRIVING ABILITY 0/10

Dear Ian

I drive a truck for a living, and so cover a huge mileage every year and come across virtually every driving scenario you could think of, and I feel that I should speak out about the dreadful standard of driving by a large number of SUV and crossover vehicle owners. It's as though the vehicles are too big for them, or perhaps they think they are untouchable, but either way I'm finding that when I come across Nissan Qashqais and Range Rover Evoques, I need to give them a wide berth. I wonder if other readers have found the same thing, or whether the rise in popularity and the sheer number of these type of vehicles on the road are making the dreadful driving more visible.

**A Williams, via e-mail**



I think you've hit the nail on the head there, in that I think that because there are so many crossovers and 4x4s on the roads now, that the poor driving seems to be amplified to you. I have to say that I haven't noticed that the driving skills are

particularly bad for crossovers and SUVs, though the bigger and faster the vehicle, the more you're likely to be bullied out of the way on the overtaking lane of the motorway. That's a trend that I seem to see displayed more often, where impatient drivers tailgate the car ahead to try and get the car in front to move across. Oh and lane hoggers that cruise along in lane two or three when the far left lane is totally free. That's the one that gets my goat more

than anything else. Perhaps we should adopt the American system where you can overtake both on the left and right. That might get the motorways running more freely.

**Ian**



# The Extra Mile

**Y**ou might or might not remember that 48-volt electrical systems were going to be the next big thing for cars around 15 years ago. There were real concerns that it would not be possible to power all the on-board electrical systems needed in future without the change. Then the story quietly died, but I think we can be fairly confident that it's back, and this time to stay.

Why and what's this got to do with fuel consumption and efficiency, you may well ask? The answer is everything. Electric cars have just not taken off as expected, because they are too expensive. They will be an important part of the long term story, but in the meantime, 48-volt systems will provide a useful compromise. From 2021, across the European Union, car manufacturers will have to meet a CO<sub>2</sub> fleet average of 95g/km across their car ranges. That means lower fuel consumption and diesel, downsized engines and hybrid systems will all play a part.


Delphi, which supplies a range of systems for cars, from fuel injection to electrical

equipment, believes that 48-volt micro-hybrid systems are going to provide a useful step forward in reducing fuel consumption. 48-volt systems will be able to handle higher current than a 12-volt setup and this will enable all cars with engines up to 2.0-litres to be fitted with a 48-volt starter/alternator capable of starting the engine. It will also recover braking energy, as hybrids do now. Cars would be driven for the first 100 metres electrically with such a system.

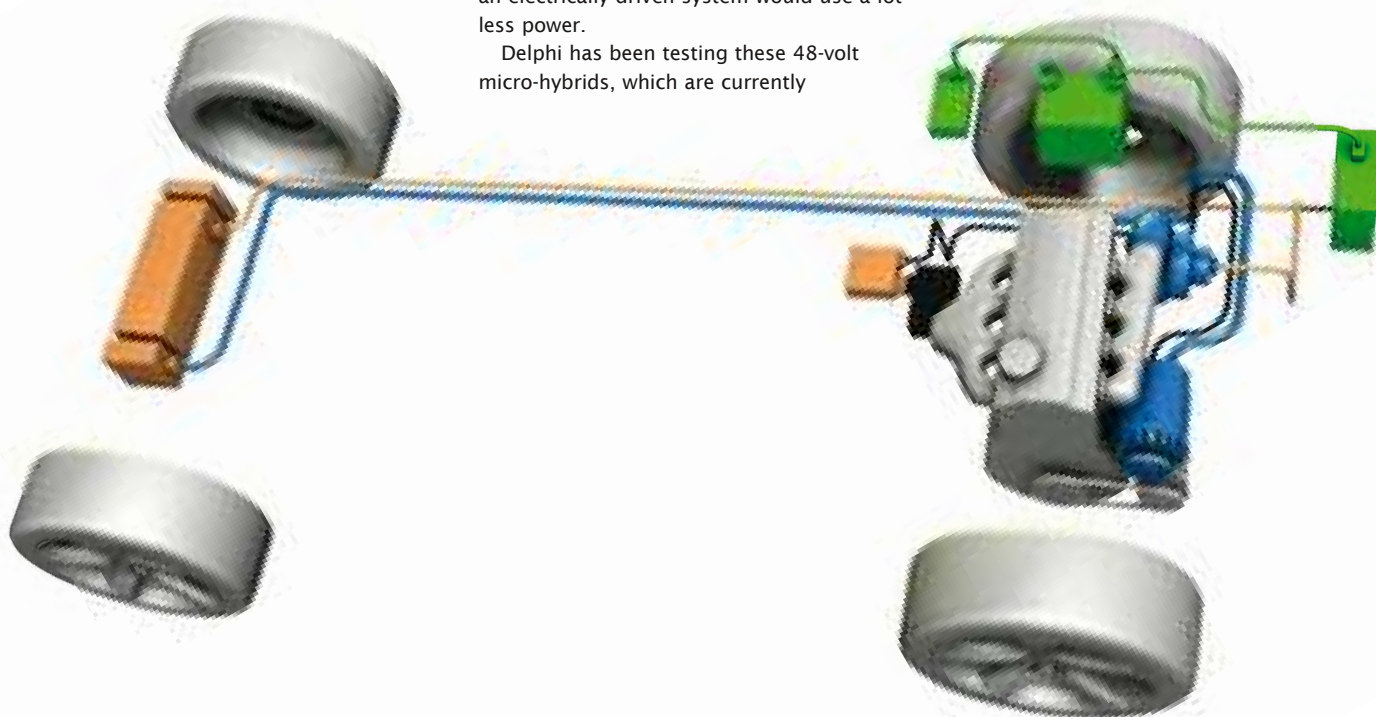
It would also mean that all other belt driven components fitted currently could be removed, and replaced with electrically driven systems. This will include power steering and water pumps, as well as the air conditioning compressor pumps. Instead of being driven all the time, they would only be used when needed, adding further to reduced fuel consumption. Power steering pumps are a good example, as a belt driven system is working hardest at the engine's highest speeds, when it is needed least. At speed, virtually no assistance is needed, so an electrically driven system would use a lot less power.

Delphi has been testing these 48-volt micro-hybrids, which are currently

reducing CO<sub>2</sub> emissions by between seven and 10 per cent. The company thinks that by raising the power of the alternator from 10 to 12kW in the current prototypes to 20kW (27bhp), this saving can be raised to 15 per cent, which will equate to a fuel consumption reduction of a similar amount. Delphi thinks that between 20 and 70 per cent of all hybrids are likely to become 48-volt micro-hybrids. The advantage compared with a battery electric car is that it would represent around 30 per cent of the cost, while reaching 60 to 70 per cent of the targets for electric vehicles.

Another side effect is that because the 12-volt system would be retained, so that current electrical components would not have to be re-designed, it would also offer an advantage for autonomously driven cars. These would need to have a failsafe system in case of electrical failure, and a car with both 48 and 12-volt systems would provide that. A case of watch this space... 

**John Kendall**





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## 2010 VOLKSWAGEN TOURAN 2.0 TDI

**L**iving where he does in rural Herefordshire, Rich James might well be expected to clock up the miles in his car. But more than 450,000 miles, and in a 60-plate Volkswagen Touran that's not yet five years old? That's a phenomenal tally. So it's unsurprising to learn that Rich is a private hire taxi driver, and that the 138bhp 2.0-litre TDI engine in his Touran Sport, bought new in December 2010, spends most of its very busy life on motorways doing airport runs to Heathrow and Gatwick, as well as on other long-haul trips around the country.

The car is still on its original engine, starter motor, turbo, fuel pump and – remarkably – the same battery and original exhaust, although a few other things have been replaced along the way. How has he managed it? "Oil and servicing are the very important things," says Rich. "I do 10,000 miles every four to six weeks, and that's how often it goes in for service, with no expense spared. I always use the same local garage, South Hereford Garage owned by Charlie Richards, and they look after it. I always use Volkswagen parts for any repairs, and use Quantum oil, the best quality one. The oil is changed at service time, together with the filter, and I never need to top up in between. Every 40,000 miles the fuel filter is changed. I'm pretty mechanically savvy, so if anything breaks I have a pretty good idea what's wrong and what needs doing."



So far the Touran has had two new clutches, a new flywheel, two new front stub axles, a pair of rear shock absorbers, and steering joints, all of which Rich describes philosophically as "normal wear and tear items". The original clutch lasted to just past 200,000 miles before it "started chattering" and had to be replaced. The second one went at 390,000 miles. A new diesel particulate filter was needed at 250,000 miles, putting pay to the myth that they are troublesome. Since then he has switched to Shell V-Power diesel, on which he thinks the car runs smoother and the filter stays cleaner. "It may be all in my mind, but I'm convinced that the car is better for it," says Rich. What else has needed replacing? Tyres of course. They last between 15,000 to 20,000 miles on the front, and up to 40,000 at the rear, and the tally of

tyres thus far in the car's life is 66.

The Touran has done better than Rich's last car, a Volkswagen Sharan, which clocked up 423,000 miles

before a blown engine sent it to the scrapyard. He's long been a bit of a VW fan. "I've had a Golf, four Sharans, the Touran, and my wife has a Polo. But before that it was 12 Ford Orion diesels." The trusty Touran being in constant long-distance, long hours daily use means that it gets through some £710 of diesel a week, and about £70,000 of fuel bills over a year. There are some compensations, though, for the huge expense of such high mileage. "When the Touran had done 200,000 miles, the garage gave me an Audi R8 for a day, and at 400,000 miles it was an R8 V10, again for a day." What's in store when he clocks half a million miles? "I dunno, but I'll soon find out. It won't be long. I expect to get there early in the New Year."

**Sue Baker**





# SUPER MARKET \$W££P

Our used car experts have been scouring the country to find exceptional prices on nearly new and pre-registered cars, whether that be at main dealers, car supermarkets or used car specialists. Canny buyers know that a car depreciates heavily as soon as it is driven off of the dealer's forecourt, and so

buying a car that is nearly new makes a whole lot of sense. After all, your neighbours will only be interested in the plate on the front, and so providing it is the latest registration, they won't know that you've been a cheapskate, and you can have a smug grin on your face knowing how much cash you've saved.

## DIESEL DEALS



### MAZDA3 FASTBACK 2.2 DIESEL SE-L

2015 (65-plate), 5 miles

Price when new	£21,145
Price now	£16,795
Saving (discount)	£4,350 (20%)
Where	Western Mazda, Edinburgh (0131 268 9410)

Mazda's pretty 3 saloon is made all the more attractive once 20 per cent has been shaved off the asking price. Finished in fashionable white, the 2.2-litre diesel engine is an absolute gem.

## SUB 100G/KM PETROL POWER



### PEUGEOT 108 FELINE 1.2 PURETECH 82 5-DOOR

2015 (65-plate), 5 miles

Price when new	£12,345
Price now	£9,653
Saving (discount)	£2,692 (21%)
Where	Robins & Day, Romford (01708 573648)

Just five miles on the clock, a bright and cheerful paint job, and top-of-the-range, all at less than £10k. It's also got the more powerful 1.2-litre engine, so it won't feel underpowered, either.

## ALTERNATIVE FUEL OPTION



### TOYOTA AURIS TOURING SPORTS EXCEL HYBRID 1.8 VT-i

2015 (65-plate), 50 miles

Price when new	£23,990
Price now	£21,490
Saving (discount)	£2,500 (10%)
Where	Steven Eagell Toyota, Milton Keynes (01908 942660)

Brit-built hybrid estate normally has a waiting list, which makes this deal even more special. Don't let it put you off that this is the previous generation model as the fuel efficiency figures are the same.



## TOTAL RECALL

Here we list a summary of all of the recent vehicle recall notices announced by the car makers and the DVSA (Driver and Vehicle Standards Agency), previously known as VOSA. Check down the list to see if your car is mentioned, and if it is, we recommend that you contact your nearest main dealer without delay, as many of the recalls affect the vehicle's safety.

More information can be found at [www.vosa.gov.uk/vosa/apps/recalls/](http://www.vosa.gov.uk/vosa/apps/recalls/)

MODEL	RECALL REASON	RECALL DATE	BUILD DATES AFFECTED
Land Rover Freelander 2	Fire may occur	07/10/2015	19/05/2008 to 02/06/2008
Mitsubishi i-MiEV	Vehicle may cut out	21/09/2015	09/08/2011 to 29/08/2011
Mitsubishi Lancer	ECU malfunction may cause systems to become inoperable	28/09/2015	01/10/2008 to 07/09/2010
Mitsubishi Outlander	ECU malfunction may cause systems to become inoperable	28/09/2015	01/10/2008 to 07/09/2010
SEAT Mii	Driver's airbag may not deploy correctly	07/09/2015	12/06/2013 to 15/06/2013
SEAT Ibiza	Driver's airbag may not deploy correctly	07/09/2015	12/06/2013 to 15/06/2013
Toyota Avensis	Roof window glass may detach	08/09/2015	19/08/2013 to 21/12/2013
Volvo XC90	Third row passenger airbags may fail to deploy as intended	26/08/2015	27/01/2015 to 19/05/2015

# REMEMBER THIS RENAULT FLUENCE Z.E.

**T**he Fluence filled the gap left when Renault decided not to replace the Megane saloon. Instead the firm created a Megane-based four-door saloon called Fluence that largely utilised its structure and came powered by a similar range of engines, including 1.5-litre dCi turbodiesel engines. But here in the UK we have fallen out of love with non-premium saloon cars and so Renault took the decision not to sell the Fluence in Britain. That was until the all-electric, zero-emissions version arrived onto the market, which we did get. The saloon car was used as Renault's springboard into the electric vehicle market and was launched alongside the Twizy city car and Kangoo electric van. Its electric motor develops 94bhp and 167lb ft of torque and had a maximum range of 115 miles. It failed to capture the hearts of British motorists and consequently just 71 examples remain registered at the DVLA, with a further three declared as SORN and in an unknown condition.

# 71

## EXAMPLES REMAINING



# AUCTION WATCH

Not only do our used car experts give you invaluable advice on buying a used car privately or from a dealer, but we also check out the car auctions too, to get the low down on the kind of prices being paid on the auction floor. Armed with this information, it will give you an idea of the kind of money that dealers are paying out for their used car stock, so you can push harder and get a better deal when negotiating the price of your next used car.

## MANHEIM AUCTIONS, LEEDS

SEPTEMBER 2015

YEAR/PLATE MODEL	CO <sub>2</sub> G/KM	COLOUR	MILEAGE	PRICE £
2012/12 Alfa Romeo Giulietta 2.0 JTDm-2 Lusso (140)	119	Red	72,616	£6,500
2008/08 Audi A3 Special Edition 1.9 TDI 3-door	119	White	96,419	£4,100
2010/10 Audi A4 Avant SE 2.0 TDI (143)	149	Black	31,139	£9,000
2010/10 Audi A5 Sportback S line 2.0 TDI (170)	137	Black	64,407	£10,900
2010/60 Audi TT Coupé 2.0 TDI quattro Sport	139	Black	67,970	£11,000
2013/13 BMW 118d Sport 3-door	115	Silver	12,274	£13,900
2007/07 BMW 318d SE	150	Silver	98,014	£4,400
2012/62 BMW 730d SE Automatic	148	Grey	7,375	£23,600
2005/55 BMW X3 3.0d SE Automatic	229	Grey	84,011	£5,000
2011/61 Chevrolet Captiva LS 2.2 VCDi 2WD	170	Black	48,732	£8,050
2013/13 Citroën DS 3 DStyle 1.6 e-HDi Airdream	98	White	80,870	£6,300
2012/62 Citroën DS 5 DSport Hybrid4	91	Black	63,297	£11,000
2009/09 Citroën Grand C4 Picasso VTR+ 1.6 HDi EGS	140	Grey	65,487	£3,600
2012/12 Ford Fiesta Zetec 1.4 TDCi 3-door	107	White	17,119	£5,850
2008/08 Ford Fusion Zetec Climate 1.6 TDCi	119	Silver	45,419	£2,800
2011/61 Ford Kuga Titanium 2.0 TDCi (163) PowerShift	179	Black	29,850	£13,200
2009/09 Ford S-MAX Zetec 2.0 TDCi (143)	164	Silver	82,278	£4,950
2011/61 Honda Civic ES 2.2 i-DTEC	110	Silver	30,561	£8,500
2008/58 Honda CR-V 2.2 i-CTDi ES	173	Black	70,238	£7,200
2011/11 Hyundai i30 Premium 1.6 CRDi 5-door	119	Silver	56,853	£4,750
2007/57 Hyundai Tucson Xenith 2.0 CRDi 4WD	187	Silver	54,546	£3,750
2010/59 Jaguar XF 3.0 V6 Diesel Portfolio Automatic	179	Black	99,137	£10,700
2008/08 Jaguar X-Type 2.0 Diesel S	149	Blue	89,202	£3,350
2010/59 Jeep Patriot 2.0 CRD Limited	180	Black	86,470	£4,700
2010/10 Kia cee'd SW 3 1.6 CRDi	124	Black	55,845	£4,650
2012/12 Kia Sportage 2 1.7 CRDi	135	Black	41,816	£11,000
2008/08 Land Rover Freelander 2 2.2 TD4 SE Automatic	224	Grey	87,730	£8,750
2007/57 Lexus IS 220d	168	Blue	83,808	£3,250
2013/13 Mazda CX-5 2.2 Diesel AWD Sport Nav (175)	136	Blue	34,845	£15,700
2010/60 Mazda3 1.6 Diesel TS2 5-door	117	Silver	95,606	£3,750
2012/12 Mazda6 2.2 Diesel Business Line 5-door	133	Black	77,736	£5,750
2013/13 Mercedes-Benz A 180 CDI SE	98	Black	9,042	£13,550
2012/62 MINI Cooper D	99	White	16,336	£8,000
2012/12 MINI Countryman Cooper D	115	White	42,768	£9,400
2009/59 Mitsubishi Lancer GS2 2.0 Di-D 5-door	165	Red	58,060	£3,550
2006/56 Mitsubishi Shogun Sport 2.5 TD Trojan (114)	278	Grey	67,281	£3,100
2010/10 Nissan Note Tekna 1.5 dCi (86)	115	Silver	70,531	£3,350
2007/57 Nissan Pathfinder Aventura 2.5 dCi 171	264	Grey	72,885	£7,900
2011/11 Nissan Qashqai n-tec 1.5 dCi	137	White	46,601	£9,700
2007/07 Peugeot 1007 Dolce 1.4 HDi	124	Yellow	81,227	£1,450
2013/63 Peugeot 3008 SR Hybrid4	99	Black	29,662	£11,750
2009/09 Peugeot 4007 Sport XS 2.2 HDi	194	Black	54,289	£5,550
2012/12 Peugeot 508 SW Allure 2.0 HDi 163 Automatic	150	Blue	93,751	£6,500
2013/13 Peugeot RCZ Sport 2.0 HDi	135	Black	14,670	£12,500
2009/09 Porsche Cayenne Diesel Automatic	244	Black	97,861	£14,900
2012/12 Range Rover Sport 3.0 SDV6 HSE Luxury Automatic	230	Black	53,862	£29,700
2008/08 Renault Clio Campus 1.5 dCi 65 5-door	115	Silver	65,486	£1,750
2011/11 Renault Grand Espace Dynamique TomTom 2.0 dCi 175 Automatic	189	Grey	53,089	£9,500
2010/59 Renault Grand Scenic i-Music 1.5 dCi 106	138	Silver	51,227	£4,700
2008/58 Renault Laguna Expression 2.0 dCi (150)	158	Silver	71,216	£2,400
2010/60 Renault Megane Coupé Cabriolet Dynamique TomTom 1.9 dCi 130	149	Red	40,022	£7,150
2010/60 Saab 9-3 Convertible Linear SE 1.9 TiD (150)	145	Black	62,634	£7,000
2010/10 SEAT Leon SE 1.6 TDI CR 5-door	109	Red	80,109	£4,700
2012/62 Skoda Fabia GreenLine II 1.2 TDI CR 5-door	89	White	33,268	£5,700
2011/61 Skoda Yeti Elegance 2.0 TDI CR (140) 4x4	157	Grey	33,908	£10,450
2012/12 smart fortwo cdi passion auto	87	Silver	58,160	£3,300
2011/11 Suzuki Swift 1.3 DDiS SZ3 5-door	109	White	69,921	£4,050
2006/56 Suzuki SX4 1.9 DDiS	166	Grey	44,824	£2,750
2006/06 Toyota Corolla SR 2.0 D-4D 5-door	168	Silver	61,929	£1,750
2010/10 Toyota Urban Cruiser 1.4 D-4D AWD	130	Black	60,686	£5,000
2013/62 Toyota Yaris TR 1.4 D-4D 5-door	104	Blue	23,614	£6,550
2012/12 Vauxhall Astra GTC SRI 2.0 CDTi	127	White	28,049	£8,800
2013/13 Vauxhall Corsa SXi Air-Con 1.3 CDTi ecoFLEX (75) 5-door	112	Black	10,346	£6,000
2008/08 Vauxhall Vectra Elite 1.9 CDTi (150) Automatic 5-door	186	Silver	89,900	£1,800
2010/60 Vauxhall Zafira Exclusiv 1.7 CDTi (110) ecoFLEX	134	Blue	63,884	£4,900
2010/60 Volkswagen Eos SE 2.0 TDI CR	148	Blue	91,072	£5,500
2011/61 Volkswagen Golf Match 1.6 TDI CR 5-door	107	Black	90,582	£5,900
2009/09 Volkswagen Passat CC GT 2.0 TDI (140) Automatic	158	Grey	88,191	£6,250
2012/12 Volkswagen Passat Estate SE 2.0 TDI CR (140)	119	Brown	74,727	£7,600
2011/61 Volkswagen Scirocco GT 2.0 TDI (140)	118	Red	81,604	£9,050
2009/59 Volkswagen Tiguan Escape 2.0 TDI	167	Blue	91,712	£7,350
2007/07 Volkswagen Touareg Altitude 3.0 V6 TDI Automatic	278	Blue	85,341	£9,400
2009/58 Volvo C30 Sport 1.6D	129	Grey	49,940	£5,600
2010/10 Volvo XC60 R-Design 2.4 DRIVE	159	White	83,138	£11,150
2003/52 Volvo XC90 D5 SE Geartronic	242	Green	85,940	£4,500





## RANGE ROVER EVOQUE SD4 2011 TO 2015 FROM £17,400

**T**he Evoque must have had the longest gestation period of any new car, having first been revealed as the Land Rover LRX Concept way back in December 2007, before it made its motor show debut a month later in Detroit. Exceptional feedback from the public meant that it was a no-brainer for Land

Rover to build the car, and just under four years after the concept car was revealed, what became the Range Rover Evoque was available to buy in showrooms. And it was an instant success with a huge waiting list, despite a price tag that kicked off at around £30k.

As well as the three-door coupé version

that emulated the looks of the LRX Concept, there's also a more practical five-door SUV edition that has understandably proved to be the more popular and practical of the two models. Power for the four-wheel-drive SD4 edition of the Evoque comes from a 2.2-litre 188bhp Ford/PSA Peugeot-Citroën sourced

### PARTS PRICES

Air Filter	£20.37
Battery	£147.00
Brake discs - front (each)	£101.98
Brake discs - rear (each)	£59.92
Brake pads - front (pair)	£110.58
Brake pads - rear (pair)	£87.39
EGR valve	£245.00
Fuel filter	£43.31
Headlight	£613.61
MAF sensor	£121.48
Oil filter	£11.34
Rear light cluster	£217.05
Windscreen wipers (pair)	£37.14

*All prices quoted are for Land Rover approved parts and include VAT. Savings can be made by buying parts from other aftermarket suppliers, but using them will in most circumstances invalidate any remaining warranty that you may have.*

### MODEL HISTORY

#### KEY DATES AT A GLANCE

December 2007	Land Rover LRX Concept previews the look of the Evoque, ahead of its debut at the Detroit auto show.
March 2008	LRX Diesel hybrid concept shown at the Geneva motor show.
September 2009	Land Rover announces that the car will be made wearing the Range Rover nameplate.
September 2010	Name for new car is announced as Range Rover Evoque, with first photos of the three-door model revealed.
November 2010	First pictures of the five-door Evoque shown.
April 2011	Prices announced for new Range Rover Evoque.
September 2011	Evoque arrives in UK showrooms.
May 2012	The Range Rover Evoque wins Diesel Car car of the year 2012.
May 2013	Special Edition Evoque Sicilian Yellow SD4 automatic model announced in a striking and yellow and black paint finish.
October 2013	Nine-speed automatic transmission replaces the six-speed automatic gearbox.
February 2014	Flagship Autobiography Dynamic model goes on sale.
February 2015	Updated and facelifted Evoque revealed.
September 2015	Revised Evoque arrives in showrooms.

## TECHNICAL SPECIFICATIONS

THREE DOOR COUPE FIGURES IN BRACKETS IF DIFFERENT

Made in:	Liverpool, UK
Configuration:	3-door SUV, 4-seats, four-wheel drive and 5-door SUV, 5-seats, four-wheel-drive
Drivetrain:	2179cc, 4-cylinder, 16-valve, turbocharged diesel with particulate filter and stop-start
Power output:	188bhp @ 3,500rpm
Maximum torque:	310lb ft @ 1,750rpm
Insurance group:	32 to 41
Size - length/width with mirrors:	4,355/2,125mm
Boot space - minimum/maximum:	575/1,445 litres (550/1,350 litres)
Euro NCAP crash test rating:	5 stars (five-door tested)
Transmission:	6-speed manual
Top speed/0-62mph:	124mph/10.0 secs
CO2 emissions:	149g/km
Fuel economy - urban/extra urban/combined:	42.2/54.3/49.6mpg
Fuel tank size/range:	58 litres/633 miles
Kerb/maximum towing weight:	1,670/1,800kg
Transmission:	6-speed automatic
Top speed/0-62mph:	121mph/8.5 secs
CO2 emissions:	174g/km (169g/km)
Fuel economy - urban/extra urban/combined:	35.8/49.6/43.5mpg (36.2/49.6/44.1mpg)
Fuel tank size/range:	58 litres/555 miles (563 miles)
Kerb/maximum towing weight:	1,685/1,800kg
Transmission:	9-speed automatic
Top speed/0-62mph:	121mph/8.5 secs
CO2 emissions:	159g/km (153g/km)
Fuel economy - urban/extra urban/combined:	39.2/53.3/47.1mpg (40.9/54.3/48.7mpg)
Fuel tank size/range:	58 litres/601 miles (611 miles)
Kerb/maximum towing weight:	1,685/1,800kg



engine, initially paired to either a six-speed manual or six-speed automatic transmission. Two years after the car's launch, in October 2013, a cutting edge nine-speed automatic gearbox replaced the earlier six-speed unit.

At launch, the line-up consisted of Pure, Prestige, and Dynamic trim levels, with a Tech pack available on the Pure, and Lux packs offered on the two upper equipment levels. May 2013 marked the launch of the first special edition diesel model, called the Sicilian Yellow, which was based on the Dynamic model and finished in black with a contrasting yellow roof, door mirrors and other detailing. It previewed the black pack which was set to be offered on Evoques from summer 2013. The Sicilian Yellow limited edition was offered in both coupé and five-door bodystyles and paired exclusively to a six-speed automatic transmission and 2.2-litre SD4 engine. In February 2014, a new flagship Autobiography model joined the line-up, as the most luxurious Evoque ever.





Standard equipment is high on all versions, with 18-inch alloy wheels, cruise control, an electric park brake, leather upholstery, Bluetooth mobile phone connectivity, rear parking sensors, climate control and seven airbags fitted as standard, as well as a 380-watt Meridian Audio sound system with eight-inch touchscreen. Pure Tech models add satellite navigation, automatic headlights and wipers, a heated front windscreen and front parking sensors. Prestige models add 19-inch alloy wheels, Xenon headlights and electric seats, while Dynamic versions also include a sportier body kit and 20-inch alloy wheels. Prestige Lux and Dynamic Lux editions have a much higher kit count, with an electric tailgate, an 825-watt audio system, in-car television, a surround camera system, blind spot monitoring, automated parking and keyless entry.

The Evoque could be thought of as more of a fashion item than a car, with a wide range of personalisation and extras available. When new, the optional extras list was a long one, with few of them worthy of a significant increase in value over the standard model, so don't be tempted to pay any extra. Personalisation is a key feature of the Evoque, and the contrasting coloured roof is a nice touch and cost £500 when new.

## OWNING

There's no denying that the crossover and SUV market is the hottest area of the market right now, and the Evoque is right there at

the epicentre. Few cars can match the sheer desirability and appeal of the baby Range Rover, and as a result it holds its value exceptionally well. It'll mean that you'll have to pay top dollar for any Evoque, but you can also demand that it is in the very best condition possible, too. Don't accept anything that is less than perfect, or if it is, bargain hard to shave some cash off the cost.

But far from being good to look at, the Evoque is great to pilot, too, with a snug sports car-like cockpit, agile, direct steering and punchy performance from the 188bhp 2.2-litre diesel engine. Body control is exceptionally good, with low levels of lean when cornering, while grip from the all-wheel-drive system first rate. Ride comfort varies depending on which wheels are fitted, and while all are sportily firm, cars fitted with 18-inch alloy wheels soak up imperfections best. Make sure that you sample every car that you propose to buy, as the suspension set-up can vary from wheel to wheel. Road noise can also be a problem on bigger wheels, while

engine and wind flutter will merge into the background at motorway speeds.

The quality of the cabin is first rate, with plush feeling materials used throughout. There's an air of solidity to the interior that should stand up well to tough use. Space inside isn't as generous as you would think, so make sure during a test drive that you are able to carry everyone and everything that you had in mind. The boot, for instance, isn't exactly enormous, and the rear seats don't fold down totally flat. The driving position is nicely elevated so you get a great driving position looking out along the bonnet, but beware that the rearward vision is quite poor, with a letter-box like shape to look through. It's therefore pleasing that all models come with rear parking sensors and a rear camera is offered, depending on version. The prominently and perfectly placed touchscreen is easy to use, but the satellite navigation system can be painfully slow to react at times.

## DIESEL CAR ROAD TESTS

The Range Rover Evoque has appeared in Diesel Car road test reports in the past, which will give you further depth as to how it stacks up. We do stock a limited number of back issues, so please call 01268 288515 to check on availability. Each back issue costs £6.00, delivered to any UK address. Please quote the issue number and date to ensure you receive the correct back issue that you require.

Evoque SD4 Dynamic 5-door	Issue 291	December 2011
Evoque SD4 Prestige Automatic 5-door	Issue 296	April 2012
Evoque SD4 Pure Automatic 5-door	Issue 335	April 2015

## RECALLS

**11th December 2012** Cars made between 20th August and 18th September 2012 may have steering rack mounting bolts that haven't been tightened properly. All of the affected cars were recalled so that the dealer could check that the fixings are tightened to the correct torque.

**18th December 2012** Some cars made on 11th June 2012 may not have the rear brake callipers torqued to the correct specification. Customers were contacted and the dealer action was to check that the mounting bolts were correctly torqued, tightening up if not.

**27th August 2013** All cars made during 2012 and 2013 were affected by a problem that could cause a fire. It's possible that a leak could occur between the injector spill rail connection and the plastic fuel return pipe, with the result that fuel leaks. This could cause a skid risk to other motorists, or if coming into contact with hot engine components, then could catch fire. All cars were recalled, with the fuel spill rail and return pipe inspected and replaced as necessary.

**2nd May 2014** Some cars made between 2nd November 2013 and 10th January 2014 may feature link arm to knuckle fixings on the right-hand-side rear suspension that have not been made to specification. They could fracture under load causing stability problems. The cars that were affected were recalled and the fixings were replaced with correct specification items.



	2011/11 54,000 MILES	2011/61 48,000 MILES	2012/12 42,000 MILES	2012/62 36,000 MILES	2013/13 30,000 MILES	2013/63 24,000 MILES	2014/14 18,000 MILES	2014/64 12,000 MILES	2015/15 6,000 MILES	
SD4 Pure Coupé	£17,400 £18,900 £19,700 £20,200	£17,800 £19,300 £19,900 £20,500	£18,900 £20,500 £20,900 £21,600	£19,200 £20,900 £21,300 £21,900	£20,500 £22,000 £22,400 £23,100	£20,900 £22,300 £22,800 £23,500	-	-	-	Trade-in Private sale Independent dealer Franchised dealer
SD4 Pure 5-door	£19,100 £20,800 £21,600 £22,200	£19,500 £21,200 £21,900 £22,600	£20,800 £22,600 £23,000 £23,800	£21,200 £23,000 £23,500 £24,100	£22,500 £24,200 £24,700 £25,400	£23,000 £24,600 £25,100 £25,800	£24,400 £25,900 £26,400 £27,200	£24,800 £26,400 £26,900 £27,700	£26,400 £28,000 £28,500 £29,300	Trade-in Private sale Independent dealer Franchised dealer
SD4 Pure Auto Coupé	£18,400 £20,000 £20,800 £21,400	£18,800 £20,400 £21,000 £21,700	£19,900 £21,700 £22,100 £22,800	£20,300 £22,100 £22,500 £23,200	£21,600 £23,200 £23,700 £24,400	£22,000 £23,600 £24,100 £24,800	-	-	-	Trade-in Private sale Independent dealer Franchised dealer
SD4 Pure Auto 5-door	£20,100 £21,900 £22,700 £23,400	£20,500 £22,300 £23,000 £23,700	£21,800 £23,700 £24,200 £25,000	£22,200 £24,100 £24,600 £25,300	£23,600 £25,400 £25,900 £26,700	£24,100 £25,800 £26,300 £27,100	£25,800 £27,400 £28,000 £28,800	£26,400 £28,000 £28,600 £29,400	£28,000 £29,700 £30,200 £31,100	Trade-in Private sale Independent dealer Franchised dealer
SD4 Pure Tech Coupé	£18,900 £20,600 £21,400 £22,000	£19,300 £21,000 £21,600 £22,300	£20,400 £22,200 £22,600 £23,400	£20,600 £22,600 £23,000 £23,700	£21,900 £23,700 £24,100 £24,900	£22,300 £24,000 £24,500 £25,300	£24,200 £25,700 £26,200 £26,900	£24,600 £26,100 £26,600 £27,400	£26,100 £27,700 £28,300 £29,000	Trade-in Private sale Independent dealer Franchised dealer
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SD4 Pure Tech Auto Coupé	£19,900 £21,700 £22,500 £23,200	£20,300 £21,100 £22,700 £23,500	£21,400 £22,400 £23,800 £24,600	£21,800 £22,800 £24,200 £25,000	£23,100 £23,900 £25,400 £26,200	£23,500 £24,300 £25,800 £26,600	£25,600 £27,200 £27,700 £28,500	£26,100 £27,800 £28,300 £29,100	£27,700 £29,400 £30,000 £30,800	Trade-in Private sale Independent dealer Franchised dealer
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SD4 Dynamic Coupé	£21,200 £23,000 £23,900 £24,600	£21,600 £23,500 £24,200 £25,000	£23,000 £24,900 £25,400 £26,300	£23,400 £25,400 £25,900 £26,700	£24,900 £26,700 £27,300 £28,100	£25,400 £27,100 £27,700 £28,500	£26,900 £28,600 £29,200 £30,000	£27,500 £29,200 £29,800 £30,600	£29,200 £30,900 £31,500 £32,400	Trade-in Private sale Independent dealer Franchised dealer
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SD4 Sicilian Yellow Auto Coupé	-	-	-	-	£31,500 £33,900 £34,600 £35,600	£32,200 £34,400 £35,100 £36,100	-	-	-	Trade-in Private sale Independent dealer Franchised dealer
SD4 Sicilian Yellow Auto 5-door	-	-	-	-	£33,500 £36,100 £36,800 £37,900	£34,200 £36,600 £37,400 £38,500	-	-	-	Trade-in Private sale Independent dealer Franchised dealer
SD4 Autobiography Auto Coupé	-	-	-	-	-	-	£37,600 £39,900 £40,700 £41,900	£38,400 £40,700 £41,500 £42,700	£40,600 £43,100 £43,900 £45,200	Trade-in Private sale Independent dealer Franchised dealer
SD4 Autobiography Auto 5-door	-	-	-	-	-	-	£39,700 £42,200 £43,100 £44,300	£40,500 £43,100 £43,900 £45,200	£43,000 £45,600 £46,500 £47,800	Trade-in Private sale Independent dealer Franchised dealer



## CARS WE FOUND

### PRIVATE SALE

**Model:** SD4 Pure 5-door

**Year/plate:** 2012/62

**Colour:** White

**Mileage:** 25,000 miles

**Price:** £22,995

### FRANCHISED BMW DEALER

**Model:** SD4 Dynamic Lux Automatic 5-door

**Year/plate:** 2013/13

**Colour:** Metallic red

**Mileage:** 17,000 miles

**Price:** £34,000

**Contact:** Knights, Stoke-on-trent (01782 933679)  
www.knightstradecentre.co.uk

### USED CAR SPECIALIST

**Model:** SD4 Pure Tech 5-door

**Year/plate:** 2012/12

**Colour:** Metallic red

**Mileage:** 86,500 miles

**Price:** £20,000

**Contact:** Sinclair Direct, Bridgend (01656 376920)  
www.sinclairdirect.co.uk

## RUNNING COSTS

While the Evoque may well be the most compact SUV that has ever worn the Range Rover badge, don't assume that you'll get similarly compact garage bills, as Land Rover dealers are never cheap. It's engine is shared with the Land Rover Freelander 2, as well as various Ford and PSA Peugeot-Citroën models and reliability is pretty good. Servicing is required every year, or 16,000 miles, which is good for owners that cover higher mileages. The standard warranty is for three years, with no restriction on mileage, providing that it has been maintained and serviced to Land Rover's stringent requirements. Some of the earliest cars are now outside of the original warranty period and so it may be worth seeking out a friendly Land Rover specialist that still knows the cars inside out, but can offer a better value servicing option. Shop around, play one garage off against another and you'll see your maintenance bills tumble.

For the cheapest running costs, you'll be best opting for a six-speed manual car, with CO<sub>2</sub> emissions of 149g/km. Vehicle excise duty will cost £145 per annum and you can expect to get around 35mpg in mixed motoring, and more if you have a light right foot. If you're a two-pedal automatic gearbox fan, then opting for a later nine-speed transmission will mean lighter fuel bills. Not only will you get three or four miles per gallon better fuel economy than the earlier six-speed transmission, it will also be cheaper to tax. Six-speed automatic cars cost £205 per annum for vehicle excise duty, while the later nine-speed versions are marginally cheaper at £180 each year. Also note that three-door coupé versions have lower CO<sub>2</sub> emissions and better fuel economy on vehicles when equipped with an automatic transmission, compared to the more practical five-door cars.




Insurance costs will vary depending on which model you buy, but none of them are particularly cheap. Compared to the Evoque's main rivals, it is a whole lot more expensive to insure. Groupings stretch from the entry-level Pure trim level at 32 to 35 for a Prestige Lux or Dynamic Lux, and right up to 41 for the flagship Autobiography. The striking black and yellow Sicilian Edition sits in a rather high group 40.

## DOCTOR DIESEL SAYS ...

One owner has pointed out that the Evoque's effective space for both passengers and their cargo is about the same as that of a Ford Focus, which is something you ought to be bearing in mind whilst you are being carried away by the overall image and the luxury of the car. Fuel consumption probably also won't be as good as you might hope for and general reports are of around 30mpg for city-bound automatic 4WD models to around 35mpg plus for open road manual transmission cars. Most of the Evoque's advanced technology features and cabin fittings seem to have been pretty faultless and you shouldn't find any problems with things like the satellite navigation, parking aids, and media systems.

Paintwork is worth a good check all round though, as there have been a few complaints on early cars regarding paint quality. Some owners have had problems with rattles and squeaks around the dashboard, seat, and door areas; don't ignore these and get the

selling dealer to sort them before you buy, although such things can be notoriously difficult to cure. Odd problems have arisen with squeaky power sunroofs and diesel smells in the cabin. Some owners have suffered engine vibration problems, so don't ignore this if any suggestion of it surfaces on your test drive. It's also worth doing a visual check of brake disc condition for rust and apparent wear. Most owners rate the later nine-speed automatic transmission highly (more highly than the manual gearbox), and few problems have arisen, although the high gearing means that many owners will resort to the paddle shifts for rapid overtaking.

Buying outside the dealer network and without a full Land Rover service history and the used car warranty is unthinkable. You'll need to budget for servicing costs of around £400 a year, or consider buying a Land Rover service package costing from £35 to £45 a month. Tyre replacement costs are significant, although tyres seem to last very well at around 30 to 50,000 miles a set. 

## USEFUL CONTACTS

### Land Rover UK

✉ [lradvice@jaguarlandrover.com](mailto:lradvice@jaguarlandrover.com)

f [www.facebook.com/landrover.uk](http://www.facebook.com/landrover.uk)

☎ 03705 000 500

🐦 @landrover\_uk

🌐 [www.landrover.co.uk](http://www.landrover.co.uk)

### Evoque Owners Club

[www.evoqueownersclub.co.uk](http://www.evoqueownersclub.co.uk)

### Range Rover Evoque Forum

[www.babyrr.com](http://www.babyrr.com)

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**TEL: 01978 856677**

[www.clwydinjectionservices.co.uk](http://www.clwydinjectionservices.co.uk)

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**Fuel Pump / Injector Repairs**



**BOSCH**

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3c Regal Way | Watford | WD24 4YJ

[dieseldiagnostics@bennetts.com](mailto:dieseldiagnostics@bennetts.com)

[www.bennetts.com](http://www.bennetts.com)

# NEXT ISSUE

ON SALE 26TH NOVEMBER 2015

## DIESEL CAR GETS A FACELIFT

| BIGGER AND BETTER | MORE FEATURES |  
| FRESH NEW LOOK | EXTRA PAGES |

**FIRST TEST**



MINI CLUBMAN

Biggest MINI ever on test

**FIRST TEST**



INFINITI Q30

Upmarket family hatchback driven

**FIRST UK TEST**



MITSUBISHI OUTLANDER

Revised off-roader tested, both diesel and PHEV

**USED CAR BUYER'S GUIDE**



USED CAR BUYER'S GUIDE

Fiat Panda 1.3 Multijet is under the spotlight next month

**TWIN TEST** Jaguar's efficient new XE takes on BMW's latest 3 Series

## EcoCar SUPPLEMENT

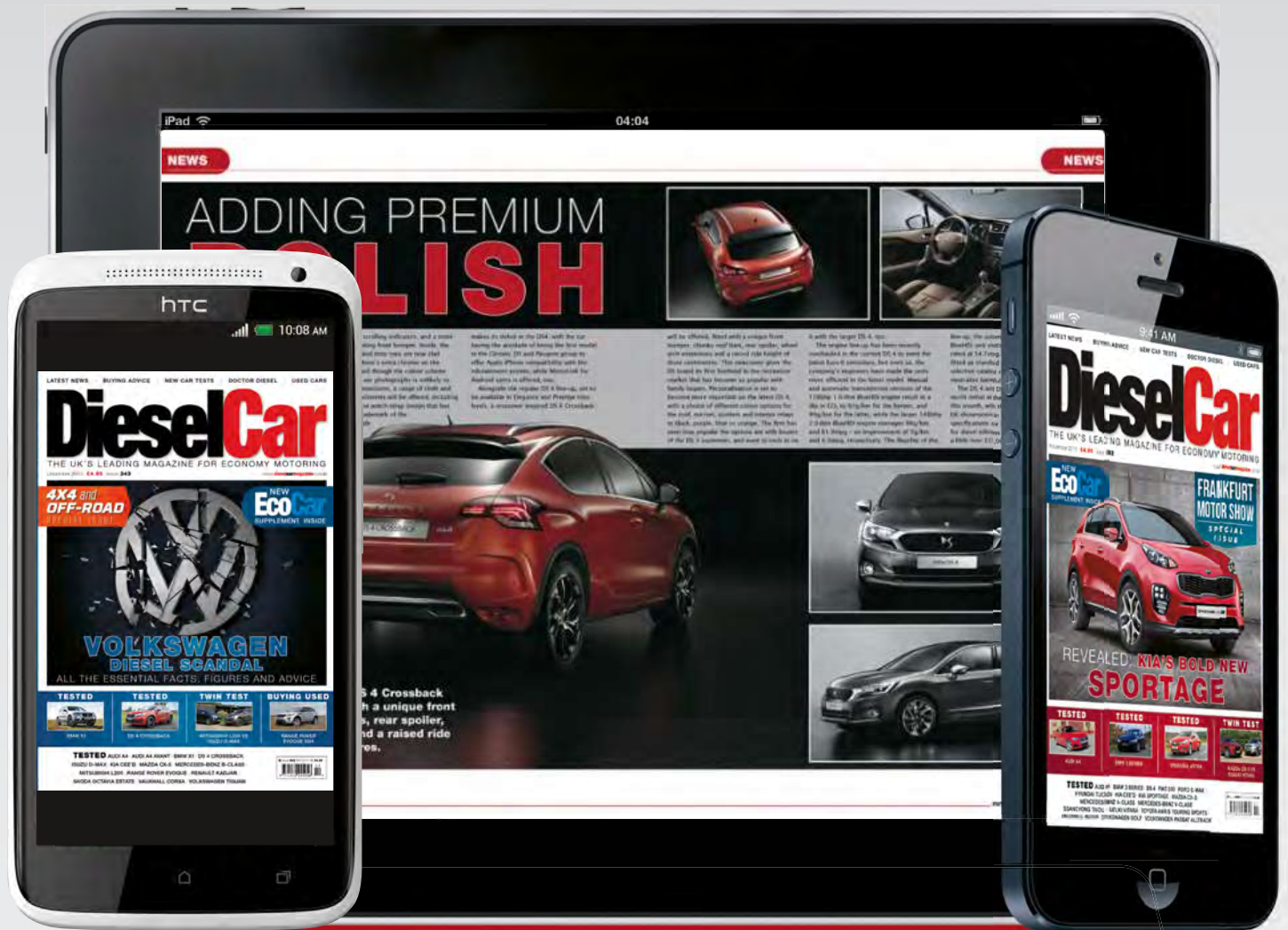
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THE AUTHORITY ON GREEN CARS, ELECTRIC, HYBRID AND ALTERNATIVE FUELS





## TESLA SUV **SPREADS ITS WINGS**


It's been a long time coming, but finally the latest all-electric Tesla model has made its debut. At a packed launch event in Fremont, California, attended by existing Tesla owners, the new Model X was revealed for the first time. And far from being just another SUV, albeit all-electric, the newcomer boasts dramatic gullwing doors which Tesla refers to as 'falcon wing doors'.

Power comes from a pair of electric motors, with the all-wheel-drive Model X 90D boasting 255bhp from each motor, while the Performance 90D features 255bhp up front, and a massive 496bhp at the rear. This translates into a 0-60mph acceleration time of just 3.8 seconds, or a supercar rivalling 3.2 seconds with the Ludicrous Speed upgrade fitted. Maximum range has been certified at 250 miles. The lower powered edition is no less sensational, with 0-60 achieved in 4.8 seconds, with a marginally longer range of 257 miles. This level of performance has been made possible because the Model X boasts the lowest drag co-efficient of any production SUV, at just 0.24 Cd.

While the falcon wing doors may seem like they should be preserved for a concept car, Tesla engineers have ensured that they are practical in everyday life. Sensors all around ensure that they



don't hit obstacles around the car, making it easy to park in tight spots, with only 30 centimetres clearance required for the doors to be able to open. The extra accessibility of the innovatively styled doors means that it is easy to get in and out of both the second and third rows, particularly when placing children into car safety seats. A panoramic front windscreen gives a lighter and airier feel to the cabin when compared to other SUV rivals, and is similar in principle to Citroën's C4 Picasso.

Standard equipment includes a huge 17-inch touchscreen that operates the satellite navigation, audio, communications and climate control systems. Safety kit like autonomous emergency braking, blind spot warning and parking sensors front and rear come as standard, and there's seating for up to seven occupants. In a world first, the Tesla Model X is capable of towing a trailer up to 2,272 kilograms in weight, which should cope with the majority of caravans sold in the UK. Peace of mind is provided by an unlimited mileage eight-year warranty that covers both the battery and drive systems. Even though prices have yet to be revealed, buyers can reserve a Model X online at [www.teslamotors.com](http://www.teslamotors.com), with the first UK examples expected to arrive in the second half of next year. 





## ELECTRIC SUV SET TO BE UNVEILED BY MITSUBISHI



Mitsubishi will take the wraps off the eX Concept vehicle at the Tokyo motor show, powered by an all-electric drivetrain, and exhibiting the latest design direction for the Japanese firm. The concept car combines four-wheel-drive with active safety systems, automated driving and a connected car set-up. The interior of the eX Concept is simple yet elegant,

delivering a more modern and upmarket look compared to Mitsubishi's current line-up. While the car's front end is a development of the designs first seen on the L200 pick-up and facelifted Outlander SUV, the eX Concept is said to give us a glimpse as to the future look of the next generation ASX compact crossover, which is scheduled to be unveiled next year. **E**

## SUZUKI REVEALS PRODUCTION-READY MINI 4X4

The iM-4 concept was revealed at the Geneva motor show earlier this year, and now the production version of the mini 4x4 has been announced in Japan, with its official unveiling set for the Tokyo motor show. The distinctive small car takes its styling cues from historic Suzukis, including the SC100 Whizzkid. It wears the Ignis name in Japan, but Suzuki GB says that the name hasn't been decided upon yet for the UK market, when it will arrive in showrooms sometime next year. And if you think you recognise the Ignis name, you'd be right, as the name was last used here on a small car back in 2008. **E**



## FUEL-CELL HONDA MAKES ITS DEBUT IN TOKYO

Honda will take the wraps off its new fuel-cell vehicle at the Japanese motor show, which wears the FCV nameplate. It's the world's first production fuel-cell car to have its powertrain contained in the space normally reserved for the engine and transmission, improving packaging and space for occupants. The FCV has a maximum range of 435 miles and can act as a mobile power plant due to its external power feeding inverter, delivering power to communities in the event of a disaster or emergency. **E**







# VOLVO ANNOUNCES **EXCITING ELECTRIC FUTURE**

Plans to develop plug-in hybrids for its entire model range have been announced by Volvo, as well as a fully electric car that will go on sale by 2019. The bold plans will see electrified vehicles accounting for up to ten per cent of the brand's car sales by 2018.

The company already has the XC90 T8 Twin Engine all-wheel-drive SUV on sale, and the V60 Plug-In Diesel Hybrid, and the line-up will be expanded with plug-in hybrid versions of the S90 executive saloon, as well as other derivatives. The powerplant will be expanded to include the next generation 60 models built on Volvo's scalable product architecture (SPA), as well as the company's new compact vehicles wearing the 40 moniker, which will sit on the newly announced compact modular architecture, or CMA for short, when the first cars are launched during 2017. Both platforms have been designed right from the start to be suitable for both combustion engines, plug-in hybrid drivetrains and fully-electric powerplants.

In addition to the availability of plug-in




**Volvo will develop an all-electric car which will go on sale by 2019.**

hybrids, Volvo will develop an all-electric car which will go on sale by 2019. No information is available as to what size of vehicle this will

be, with more information set to be revealed at a later date.

Hakan Samuelsson, President and Chief Executive Officer of Volvo Cars, said: "We believe that the time has come for electrified cars to cease being a niche technology and enter the mainstream. We are confident that in two years' time, ten per cent of Volvo's global sales will be electrified cars."

Doctor Peter Mertens, Senior Vice President for Research and Development added "We have learned a lot about how people use cars with electrification thanks to our current products. Our research shows that people are driving our Twin Engine cars in electric mode around 50 per cent of the time, meaning our plug-in hybrids already offer a real alternative to conventional powertrain systems." 



# MOTORING MORSELS

Never one to miss an opportunity, amid concern about vehicle emissions and pollution, **Autogas** is urging car makers to reintroduce cars that run on LPG.

Following the well-publicised bankruptcy of **Fisker Automotive** in 2013, its new Chinese owner, Wanxiang has changed the company's name to **Karma Automotive**.

**Ford** is investing £181 million in its Bridgend engine plant in South Wales, as the firm gives the green light to its next generation of fuel-efficient petrol engines from late 2018.

**The French Government** is offering a €10,000 incentive (approximately £7,400) to switch to a new electric car, while sending a 15-year old diesel car to the scrapyard.

It is expected that **Mercedes-Benz** will add a high end electric saloon car to its range, to challenge the **Tesla** Model S, though its introduction won't be until at least 2019.

A fleet of ten all-electric **Renault** vehicles powered almost entirely by renewable energy can now be hired by residents and visitors to the Outer Hebrides of Scotland.

A joint venture between **Renault** and **Donfeng** will see the pair building electric cars for the Chinese market. The new car will be based upon the Renault Fluence Z.E.

In an interview with Danish television, **Tesla** CEO Elon Musk said that he expected the maximum range of the Model S to extend to 1,000 kms (621 miles) within a year or two.

**Tesla** has opened up a new factory in Europe to build the Model S. Located in Tilburg, Netherlands, 450 are assembled each week from parts made in Fremont, California.

The 200,000th **Toyota** Yaris Hybrid has rolled off the production line at the firm's Valenciennes plant in France. Currently more than 300 hybrids leave the factory each day.

The new **Toyota** Prius will be powered by a 97bhp 1.8-litre petrol engine and 71bhp electric motor, marginally less than now. Greater efficiency is predicted, however.

**Transport for London** will be one of the first customers for the new **Toyota** Mirai Hydrogen fuel-cell vehicle, together with **Greentomotocars** and **ITM Power**.

Rumours are suggesting that **Volkswagen** will unveil another Microbus concept at the Consumer Electronics Show in Los Angeles in January, featuring an all-electric drivetrain.

**Volkswagen** is going Tesla Model S chasing with the next generation Phaeton luxury saloon, as it will be sold exclusively in electric guise with long distance capability.

According to a survey by **WarrantyDirect**, the most reliable car for youngsters and students is the **Peugeot** 107, followed by the **Honda** Jazz and **Nissan** Micra.

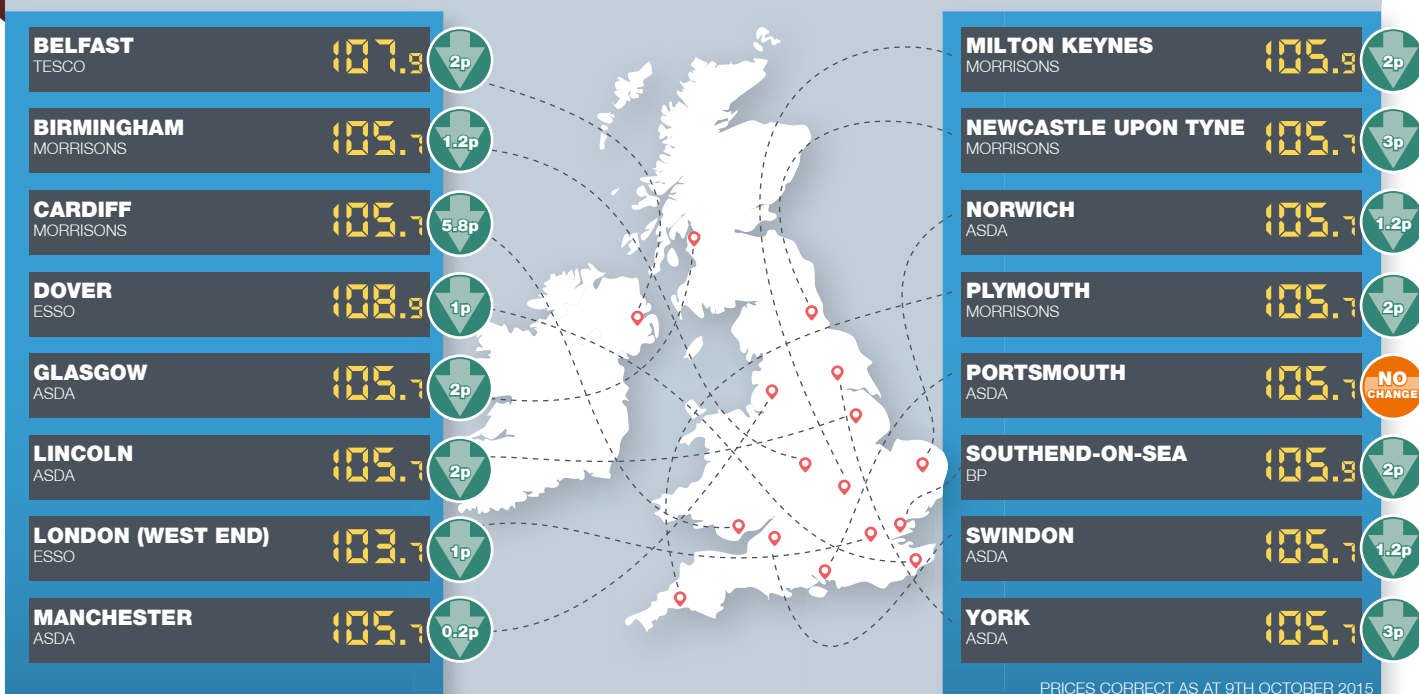
**You can read more about some of these stories at [WWW.ECOCARMAGAZINE.CO.UK](http://WWW.ECOCARMAGAZINE.CO.UK)**

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## FUEL PRICES



With the cost of fuel making up a significant part of a car's running costs, EcoCar researchers have been checking out the cheapest prices at sixteen key locations, and monitoring whether the costs have risen or decreased. Our advice is to shop around by all means, but don't drive too far, as you can quite easily wipe out the cost saving by clocking up extra miles. **E**





# WHAT'S NEW

## LEXUS

It made a surprise debut at the Frankfurt motor show last month, and now prices have been announced for the RC 300h Coupé, which arrives in Lexus showrooms in January. Set to compete against the recently unveiled Mercedes-Benz C-Class Coupé and the BMW 4 Series Coupé, it is unique in the marketplace by featuring a 2.5-litre petrol-electric hybrid drivetrain. The three-model line-up kicks off at £34,995 for the RC 300h Luxury, rising through the £37,495 F Sport and up to £40,495 for the flagship Premier edition. Standard equipment on all versions includes 18-inch alloy wheels, DAB digital radio, Bluetooth mobile phone connectivity, a seven-inch multimedia screen with touch controller, electric front seats and leather upholstery, as well as parking sensors, dual-zone climate control, LED headlights, cruise control and eight airbags. There's also a pedestrian deployable bonnet, a drive mode select system, split-folding rear seat and power folding and heated door mirrors. Premier models go one step further by offering 19-inch alloy wheels, satellite navigation, a 17-speaker Mark Levinson surround sound audio system, a reversing camera, blind spot monitoring and a lane keeping assistant. There's



also power, heated and ventilated front seats with driver's side memory, a rain sensor and high beam functionality for the headlights. F Sport models build on the entry-level Luxury model with the addition of a sportier body kit, a bolder front spindle grille and sport seats, in addition to aluminium kick plates and sports pedals, while the dials change according to the drive mode selected, in common with the LFA supercar. The new RC 300h Coupé is offered in a choice of ten different colours, three of which are exclusive to the F Sport, while on the inside buyers are able to select from four different colours for the leather upholstery. The new Lexus RC 300h two-door Coupé is available to order now, with first deliveries in the New Year.

## PRICE CHANGES

### TOYOTA

The cost of all Auris Hybrid models have increased, with both the hatchback and Touring Sports model affected. Prices rise by £400 on every model, with the cheapest Auris Active Hybrid



1.8 VVT-i model breaking the £20k barrier for the first time, and wearing a price tag of £20,045. The most expensive is the Auris Touring Sports Excel Hybrid 1.8 VVT-i and that now costs £25,495, where previously it cost £25,095.

## GOING, GOING, GONE

Here we mention all of the models that have been discontinued from the car maker's price lists in the past month, so you don't get caught-out buying an out-of-date model. There's likely to be some keen deals on these end-of-the-line editions, so if you do choose one, make sure that you haggle hard and squeeze every single penny out of the dealer.



Mitsubishi Mirage 1/2/3

Mitsubishi Outlander PHEV (All pre-facelift versions)

## MITSUBISHI

A revised Mirage line-up has been announced and replaces the existing 1, 2 and 3 trim levels. Keeping things simple, there's just one well specified model on offer, called the Mirage Attivo, and it is offered in a choice of manual or automatic transmission, with the price for the manual gearbox car at £10,999 and the automatic edition costing £1,000 more. Both versions are tax free and meet the latest Euro-6 emissions regulations. And it's an incredibly well specified little city car with satellite navigation, Bluetooth mobile phone connectivity, air conditioning, cruise control, electric windows front and rear, heated front seats, and a leather steering wheel and gear knob fitted as standard, as well as six airbags, rear parking sensors, a reversing camera, 15-inch alloy wheels, rear privacy glass, front fog lights, and automatic headlights and wipers. The Mirage Attivo is available to buy now.



### LATEST EURO NCAP CRASH TEST RESULTS

	ADULT OCCUPANT PROTECTION	CHILD OCCUPANT PROTECTION	PEDESTRIAN PROTECTION	SAFETY ASSIST	OVERALL SCORE
Vauxhall Viva	74%	72%	68%	64%	★★★★★



## Vauxhall Corsa SRi 1.0i Turbo ecoFLEX

**C**overage of eco-friendly petrol cars is a relatively recent remit for Diesel Car, and there's certain no shortage of products that duck under the crucial 100g/km CO<sub>2</sub> emissions barrier. Many manufacturers have petrol superminis that are members of the tax-free club, including Ford, SEAT, and of course the Vauxhall Corsa that is tested here. All of them have something in common, in that they are small capacity three-cylinder engines with a turbocharger fitted to add some extra sparkle. Here we test the latest Corsa with a 90bhp version of its 999cc engine, paired to sporty SRi trim.

Let's firstly deal with the elephant in the room, and that is whether the Corsa is an all-new design or a re-hash of the last generation car with an Adam-like nose grafted onto the front. Judging by the silhouette of the car, we would suggest the latter, but ask Vauxhall and they say that the Corsa has been comprehensively re-engineered, and we would certainly agree, with road manners that are hugely enhanced compared to the last car, and a cabin that has been given a significant uplift in style. The new dashboard looks classy and is enhanced thanks to dashes of colour to the dashboard, steering wheel, gear lever gaiter and handbrake. A mixture of soft and hard materials adorn the cabin, with an overall air of solidity that should stand up well to family



<b>Price</b>	£13,605
<b>Made in</b>	Zaragoza, Spain
<b>Configuration</b>	3-door hatchback, 5-seats, front-wheel-drive
<b>Drivetrain</b>	999cc, 3-cylinder, 12-valve, turbocharged petrol with stop-start
<b>Transmission</b>	6-speed manual
<b>Power output</b>	90bhp @ 3,700–6,000rpm
<b>Maximum torque</b>	125lb ft @ 1,800–3,700rpm
<b>Top speed/0–62mph</b>	112mph/11.9 secs
<b>CO<sub>2</sub> emissions</b> (tax band)	100g/km (A) Euro 6
<b>Economy</b> (urban/extra urban/combined)	52.3/76.3/65.7mpg
<b>Fuel tank size/range</b>	45 litres/650 miles

life. The infotainment system is of the latest touchscreen design, but regrettably it is set too low down on the dashboard and the volume controls are fiddly and don't always respond to the first press of the button, necessitating a second prod. The seats are nicely supportive, even if some extra rearward travel would be useful for taller drivers. Space both front and rear is quite decent, with sufficient head and legroom for even the tallest of occupants. Though there's three seatbelts in the back, in common with most three-door cars, a shortage of shoulder room means that a third person would only want to be carried over a short distance. Sat in the driver's seat, forward vision is excellent, but the view over the shoulder is hindered because of the Corsa's shapely glasshouse.

Under the bonnet is a delightfully flexible little engine, with sparkling pace off the line that seems incongruous with the slow on-paper acceleration figure. It's quiet with a lovely off-balance three-cylinder thrum, and only becomes noticeably raucous when you coax the needle on the rev counter up towards the red line. The six-speed manual gearbox helps to make decent progress thanks to its smooth action, and is paired to a light clutch and well weighted pedals. The steering is light around town, and is accurate and precise at higher

<b>Insurance group/BIK rate</b>	9/15%
<b>Size</b> (length/width with mirrors)	4,021/1,944mm
<b>Boot space</b>	280/1,090 litres
<b>Kerb/max towing weight</b>	tba/1,200kg
<b>Euro NCAP safety rating</b>	★★★★★ (5-door tested)
<b>DieselCar rating</b>	★★★★★



**What's Hot** Quiet, flexible engine, with decent pace. Smooth gearbox and light clutch. Spacious cabin with ample room for four. Stylish gloss black surfaces with red appliques that brighten up the interior. Appeals strongly to the young.

**What's Not** Too much road noise permeates into the cabin. Not enough seat travel for taller drivers. Infotainment system is set too low and can be awkward to use, particularly the volume controls. Over the shoulder vision is impeded by shapely side windows.

**Also consider** Alfa Romeo 0.9 TB TwinAir Progression, Ford Fiesta Zetec 1.0T EcoBoost

speeds, delivering more feel than the last generation car. On twisty roads there's a small amount of lean, but that's compensated for with excellent levels of grip. Ride comfort from the optional 17-inch alloy wheels is sportily firm, so anyone wishing for a more comfort orientated suspension set up would be best to settle for the standard 16-inch items. Another consequence of the larger wheels is that they serve up lots of road noise at motorway speeds, though thankfully sounds from both the engine and wind are well suppressed. **E**



# THE BIG TEST INDEX

Ever thought about which car makers produce a great range of cars, and the ones that need to try harder? Wonder no more, as we look back at every car that we've tested since Diesel Car was reborn in April 2010.

Our tests have always delivered a definitive verdict and star rating out of five, and here we have compiled all of these results to deliver this handy at-a-glance test index. Expressed as a percentage, the average test rating even includes all of the star ratings from tests in this issue. Any car maker above that level is doing well, producing cars that are better than average, while those that fall below have some work to do to catch up. Each month as we test more and more cars, these results will alter and evolve, with car makers rising and falling, and reflecting the ever changing standards within the car industry.

## HOW THE PERCENTAGES RELATE TO OUR STAR RATINGS THIS MONTH

100%	5 star rating
90%	4.5 star rating
80%	4 star rating
70%	3.5 star rating
60%	3 star rating
50%	2.5 star rating
40%	2 star rating
30%	1.5 star rating
20%	1 star rating
10%	0.5 star rating

PLACING	CAR MAKER	% RATING
1	Jaguar	91.00
2	Tesla	90.00
3	Ford	84.31
4	Land Rover	84.05
5	BMW	83.74
6	Audi	83.01
7	Porsche	82.86
8	Skoda	82.75
9	MINI	82.11
10	Volkswagen	81.52
11	Mazda	80.80
12	Peugeot	79.84
13	Kia	79.47
14	SEAT	79.17
15	Citroën	78.29
16	Mercedes-Benz	77.18
17	Volvo	76.67
18	Honda	75.65
19	Hyundai	75.52
20	Vauxhall	75.22
DieselCar Average test rating – 74.88%		
21	Nissan	74.81
22	Renault	74.55
23	DS Automobiles	74.00
24	Maserati	73.33
25	Dacia	71.67
26	Lexus	71.11
27	Infiniti	70.83
28	Alfa Romeo	70.71
29	Fiat	70.42
30=	Isuzu	70.00
30=	smart	70.00
30=	Suzuki	70.00
33	Toyota	67.50
34	Mitsubishi	67.37
35	Subaru	67.00
36	Jeep	66.15
37	SsangYong	62.50
38=	Great Wall	60.00
38=	MG	60.00

# DATAFILESKEY

## VED BANDS – EFFECTIVE FROM 1ST APRIL 2015

The need to display a tax disc may have been abolished, but you still need to pay an annual fee to the Government. Called Vehicle Excise Duty, or VED for short, this handy table will tell you how much you need to pay. The rates for cars registered after March 2001 will depend on the CO<sub>2</sub> emissions of the vehicle, with the same amount due for both petrol and diesel power, though hybrid vehicles receive a £10 discount each year. All vehicles that manage to emit 100g/km or less cost nothing to tax, whereas a diesel or petrol powered car emitting 169g/km of CO<sub>2</sub> will cost £295 in the first year, and £205 for each subsequent year, compared to a hybrid vehicle that will cost £285 and £195 per annum, respectively.

CO <sub>2</sub> EMISSIONS			
		1st Year rate 2015/2016	Standard rate 2015/2016
A	Up to 100	0	0
B	101 - 110	0	20
C	111 - 120	0	30
D	121 - 130	0	110
E	131 - 140	130	130
F	141 - 150	145	145
G	151 - 165	180	180
H	166 - 175	295	205
I	176 - 185	350	225
J	186 - 200	490	265
K	201 - 225	640	290
L	226 - 255	870	490
M	256 and over	1100	505

\* For cars registered between March 2001 and March 2006, a maximum charge of band K applies.

## JARGON BUSTER

DSG, PowerShift and S tronic are all names given by car makers to describe their twin-clutch automatic transmissions, in the same way that Dualogic, AGS, x-shift and ETG are terms for automated manual transmissions.

Airdream, Blue Drive, BlueHDi, BlueEfficiency, BlueMotion Technology (BMT), ecoFLEX, Ecomotive, ECONetic, EfficientDynamics, GreenLine, GreenTech and Ultra are all sub-brands conjured up by the car makers to describe their most eco-friendliest technology. These models will typically offer better fuel economy and lower CO<sub>2</sub> emissions than other models in the line-up.

<b>DPF</b>	=	Diesel particulate filter
<b>EGR</b>	=	Exhaust gas recirculation
<b>EURO-6</b>	=	The emissions regulations that the vehicle is governed by
<b>N/A</b>	=	The data was unavailable as we went to press
<b>S/S</b>	=	Stop-start technology
<b>SCR</b>	=	Selective catalyst reduction
<b>ST</b>	=	Sport Tourer or Sports Tourer
<b>SW</b>	=	Sportwagon or Sportswagon
<b>TBA</b>	=	The information was not available as we went to press

## POWER

The power tab identifies the kind of propulsion you'll find under the bonnet of the vehicle. In these data files, you will find information on the most eco-friendly vehicles, with all diesel vehicles, as well as pure electric, petrol and diesel hybrids and sub-100g/km CO<sub>2</sub> petrol cars listed in our tables.

Ⓛ	Diesel
ⓁE	Diesel electric hybrid
ⓁE	Electric
ⓁH	Hydrogen fuel-cell
ⓁP	Petrol
ⓁPE	Petrol electric hybrid

## COMPANY CAR TAX BENEFIT-IN-KIND (BIK) RATES 2015/2016

If your employer provides you with a company car, it is treated as a perk in the eyes of Her Majesty's Revenue and Customs (HMRC) and you will be taxed accordingly. This is called Benefit-in-Kind (BIK) taxation, and the amount you pay is dependent upon the P11D cost of the car, which is equal to the list price of the vehicle, including any optional extras you choose, minus the vehicle excise duty and first registration fee. You are then liable to pay a percentage of the P11D cost to HMRC, dependent upon the CO<sub>2</sub> emissions that the vehicle emits. This table will tell you the percentage rate that you'll need to pay. Currently, diesel vehicles are penalised with a three per cent surcharge, however, that is due to end from the 2016/2017 tax year, providing the car meets the Euro 6 emissions regulations. Interestingly, diesel hybrids don't receive the penalty, with company car tax rates in line with petrol cars, making them a good bet for minimising tax bills.

BIK Tax	Petrol/Hybrid 2015/2016	Diesel
0 to 50	5	8
51 to 75	9	12
76 to 94	13	16
95 to 99	14	17
100 to 104	15	18
105 to 109	16	19
110 to 114	17	20
115 to 119	18	21
120 to 124	19	22
125 to 129	20	23
130 to 134	21	24
135 to 139	22	25
140 to 144	23	26
145 to 149	24	27
150 to 154	25	28
155 to 159	26	29
160 to 164	27	30
165 to 169	28	31
170 to 174	29	32
175 to 179	30	33
180 to 184	31	34
185 to 189	32	35
190 to 194	33	36
195 to 199	34	37
200 to 204	35	37
205 to 209	36	37
Over 210	37	37

## ISSUE TESTED

The issue number is inserted if the model has been driven by the Diesel Car test team.

## LIST PRICE

This is the total cost of the vehicle, including VAT, delivery charges and the first year vehicle excise duty, if applicable. Any Government subsidies, like the plug-in car grant, have already been deducted within our tables.

## TRADE-IN VALUE

The value is based upon the car being traded into a car dealer after three years and 36,000 miles and the condition of the car is excellent.

## COMBINED MPG

This is the official fuel economy figure released by the car manufacturer. This figure is achieved in optimum conditions and therefore it is rare that an owner will be able to actually attain this figure. If the vehicle is electric, the figure in brackets is the maximum range in miles quoted by the manufacturer, again under optimum conditions.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (S)	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/KW	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/NM	ELECTRIC MOTOR TORQUE LB FT/NM	TOWING WEIGHT (KG)
	ALFA ROMEO															
	UK dealers: 60	Warranty: 3 years/Unlimited mileage	Service: 21,000miles	(twinnAr 18,000miles)												
	Rating ★★★★★															
	Beating MINI price-wise for kit, the pocket Alfa's a hoot to drive and offers great road presence, if not quite as accomplished.															
	P 0.9 TB TwinAir Progression		13 13860	5544	6-M	13 114	114	67.2	99	875	103/5500	107/2000		1130	500	
	P 0.9 TB TwinAir Junior		13 14960	5984	6-M	13 114	114	67.2	99	875	103/5500	107/2000		1130	500	
	P 0.9 TB TwinAir Deline		13 16160	6464	6-M	13 114	114	67.2	99	875	103/5500	107/2000		1130	500	
	P 0.9 TB TwinAir QV Line		13 16910	6764	6-M	13 114	114	67.2	99	875	103/5500	107/2000		1130	500	
	D 1.3 JTDm-2 Progression		13 14405	6050	5-M	11 108	12.9	80.7	90	1248	83/3500	148/1500		1150	1000	
	D 1.3 JTDm-2 Junior		13 15505	6512	5-M	12 108	12.9	80.7	90	1248	83/3500	148/1500		1150	1000	
	D 1.3 JTDm-2 Distinctive		13 16745	7033	5-M	11 108	12.9	80.7	90	1248	83/3500	148/1500		1150	1000	
	D 1.6 JTDm-2 Distinctive		13 17910	7522	6-M	19 123	9.9	65.7	112	1598	118/3750	236/1750		1205	1000	
	D 1.6 JTDm-2 QV Line		13 18660	7837	6-M	24 123	9.9	65.7	112	1598	118/3750	236/1750		1205	1000	

## Giulietta

Stylish alternative, with enough gusto and a smattering of class to compete in the medium car sector.

	D 1.6 JTDm-2 Progression		15 19500	7410	6-M	21 121	10.0	74.3	99	1598	118/3750	236/1750		1310	tba	
	D 1.6 JTDm-2 Business Edition		15 19080	7250	6-M	18 121	10.0	74.3	99	1598	118/3750	236/1750		1310	tba	
	D 1.6 JTDm-2 Distinctive		15 20750	7885	6-M	19 121	10.0	74.3	99	1598	118/3750	236/1750		1310	tba	
	D 1.6 JTDm-2 Exclusive		15 22500	8550	6-M	19 121	10.0	74.3	99	1598	118/3750	236/1750		1310	tba	
	D 2.0 JTDm-2 Business Edition		15 20380	7744	6-M	23 130	8.8	67.3	110	1956	148/3750	280/1750		1320	1300	
	D 2.0 JTDm-2 Distinctive		15 21930	8333	6-M	23 130	8.8	67.3	110	1956	148/3750	280/1750		1320	1300	
	D 2.0 JTDm-2 Exclusive		15 23680	8998	6-M	24 130	8.8	67.3	110	1956	148/3750	280/1750		1320	1300	
	D 2.0 JTDm-2 QV Line		15 25430	9663	6-M	24 130	8.8	67.3	110	1956	148/3750	280/1750		1320	1300	
	D 2.0 JTDm-2 Business Edition TCT Auto		15 22540	8141	6-A	24 136	7.8	65.7	113	1956	172/3750	258/1750		1335	1300	
	D 2.0 JTDm-2 Exclusive TCT Auto		15 25430	9302	6-A	24 136	7.8	65.7	113	1956	172/3750	258/1750		1335	1300	
	D 1.6 JTDm-2 QV Line TCT Auto		15 27590	9932	6-A	23 136	7.8	65.7	113	1956	172/3750	258/1750		1335	1300	

## AUDI

UK dealers: 116 Warranty: 3 years/60,000 miles Service: Variable schedule

### New A1

Audi attempts to woo MINI buyers, with a more spacious rival that is good to drive, frugal and refined.

	P SE 1.0 TFSI		13 14355	9187	5-M	15 116	10.9	67.3	97	999	94/5000	118/1500		1035	1000	
	D SE 1.6 TDI		13 15430	9875	5-M	19 124	9.4	80.7	92	1598	114/3500	184/1500		1150	1200	
	D SE 1.6 TDI Auto		13 16970	10861	7-A	19 124	9.4	76.3	97	1598	114/3500	184/1500		1175	1200	
	P Sport 1.0 TFSI		13 16330	10451	5-M	15 116	10.9	67.3	97	999	94/5000	118/1500		1035	1000	
	D Sport 1.6 TDI		13 17405	11139	5-M	19 124	9.4	80.7	92	1598	114/3500	184/1500		1150	1200	
	D Sport 1.6 TDI Auto		13 18945	12125	7-A	19 124	9.4	76.3	97	1598	114/3500	184/1500		1175	1200	
	S line 1.6 TDI		13 19400	12416	5-M	19 124	9.4	80.7	93	1598	114/3500	184/1500		1150	1200	
	S line 1.6 TDI Auto		13 20340	13402	7-A	19 124	9.4	76.3	98	1598	114/3500	184/1500		1175	1200	
	P Sportback SE 1.0 TFSI		13 14975	9285	5-M	15 116	11.1	67.3	97	999	94/5000	118/1500		1060	1000	
	D Sportback SE 1.6 TDI		13 16050	9951	5-M	19 124	9.5	80.7	92	1598	114/3500	184/1500		1175	1200	
	D Sportback SE 1.6 TDI Auto		13 17590	10906	7-A	19 124	9.4	76.3	97	1598	114/3500	184/1500		1200	1200	
	P Sportback Sport 1.0 TFSI		13 16950	10509	5-M	15 116	11.1	67.3	97	999	94/5000	118/1500		1060	1000	
	D Sportback Sport 1.6 TDI		13 18025	11176	5-M	19 124	9.5	80.7	92	1598	114/3500	184/1500		1175	1200	
	D Sportback Sport 1.6 TDI Auto		13 19565	12130	7-A	19 124	9.4	76.3	97	1598	114/3500	184/1500		1200	1200	
	D Sportback S line 1.6 TDI		13 20020	12412	5-M	19 124	9.5	80.7	93	1598	114/3500	184/1500		1175	1200	
	D Sportback S line 1.6 TDI Auto		13 21560	13367	7-A	19 124	9.4	76.3	98	1598	114/3500	184/1500		1200	1200	

### A3

Superb use of the VW parts bin to create the pick of the crop in the premium medium car segment.

D SE 1.6 TDI ultra	13 20865	11267	6-M	18 124	10.5	83.1	89	1598	108/3200	184/1500	1180	1000
D SE 1.6 TDI Auto	13 22345	12066	7-A	17 124	10.5	70.6	105	1598	108/3200	184/1500	1250	1500
D SE 2.0 TDI	13 22215	12885	6-M	21 135	8.5	68.9	108	1968	148/3500	251/1750	1275	1600
D SE 2.0 TDI Auto	13 23695	13743	6-A	21 135	8.2	62.8	119	1968	148/3500	251/1750	1295	1600
D SE Technik 1.6 TDI ultra	13 21615	11672	6-M	18 124	10.5	83.1	89	1598	108/3200	184/1500	1180	1000
D SE Technik 1.6 TDI Auto	13 23095	12471	7-A	17 124	10.5	70.6	105	1598	108/3200	184/1500	1250	1500
D SE Technik 2.0 TDI	13 22965	13320	6-M	23 135	8.5	68.9	108	1968	148/3500	251/1750	1275	1600
D SE Technik 2.0 TDI Auto	13 24445	14178	6-A	23 135	8.2	62.8	119	1968	148/3500	251/1750	1295	1600
D Sport 1.6 TDI	13 22265	12023	6-M	17 124	10.5	70.6	105	1598	108/3200	184/1500	1230	1500
D Sport 1.6 TDI Auto	13 23745	12822	7-A	17 124	10.5	70.6	105	1598	108/3200	184/1500	1250	1500
D Sport 2.0 TDI	305 13 23615	13697	6-M	21 135	8.5	68.9	108	1968	148/3500	251/1750	1275	1600
D Sport 2.0 TDI Auto	13 25095	14555	6-A	21 135	8.2	62.8	119	1968	148/3500	251/1750	1295	1600
D Sport 2.0 TDI quattro	13 25045	14526	6-M	23 133	8.2	58.9	125	1968	148/3500	251/1750	1355	1800
D Sport 2.0 TDI	13 24885	14433	6-M	21 145	7.3	67.3	112	1968	181/3500	280/1750	1285	1600
D Sport 2.0 TDI quattro Auto	13 27795	16121	6-A	26 143	6.8	58.9	127	1968	181/3500	280/1750	1390	1800
S line 1.6 TDI	13 24415	13184	6-M	18 124	10.5	68.9	107	1598	108/3200	184/1500	1230	1500
S line 1.6 TDI Auto	13 25895	13983	7-A	18 124	10.5	68.9	107	1598	108/3200	184/1500	1250	1500
S line 2.0 TDI	13 25765	14944	6-M	21 135	8.5	67.3	109	1968	148/3500	251/1750	1275	1600
S line 2.0 TDI Auto	13 27425	15802	6-A	21 135	8.2	61.4	121	1968	148/3500	251/1750	1295	1600
S line 2.0 TDI quattro	13 27195	15773	6-M	23 133	8.2	57.6	127	1968	148/3500	251/1750	1355	1800
S line 2.0 TDI	13 27035	15960	6-M	28 145	7.3	65.7	114	1968	181/3500	280/1750	1285	1600
S line 2.0 TDI quattro Auto	13 29945	17368	6-A	26 143	6.8	57.6	129	1968	181/3500	280/1750	1390	1800
D Sportback SE 1.6 TDI ultra	13 21485	11602	6-M	18 124	10.7	83.1	89	1598	108/3200	184/1500	1205	1000
D Sportback SE 1.6 TDI Auto	13 22965	12401	7-A	17 124	10.7	70.6	105	1598	108/3200	184/1500	1280	1500
D Sportback SE 1.6 TDI quattro	13 22915	12374	6-M	15 120	11.2	60.1	127	1598	108/3200	184/1500	1380	1500
D Sportback SE 2.0 TDI	13 26335	13244	6-M	21 135	8.5	68.9	108	1968	148/3500	251/1750	1305	1600
D Sportback SE 2.0 TDI Auto	13 24315	14103	6-A	21 135	8.3	62.8	119	1968	148/3500	251/1750	1320	1600
D Sportback SE Technik 1.6 TDI ultra	13 22325	12007	6-M	18 124	10.7	83.1	89	1598	108/3200	184/1500	1205	1000
D Sportback SE Technik 1.6 TDI Auto	13 23715	12806	7-A	17 124	10.7	70.6	105	1598	108/3200	184/1500	1280	1500
D Sportback SE Technik 2.0 TDI	13 23585	13679	6-M	23 135	8.5	68.9	108	1968	148/3500	251/1750	1305	1600
D Sportback SE Technik 2.0 TDI Auto	13 25065	14538	6-A	23 135	8.3	62.8	119	1968	148/3500	251/1750	1320	1600
D Sportback Sport 1.6 TDI	13 22885	12358	6-M	17 124	10.7	70.6	105	1598	108/3200	184/1500	1260	1500
D Sportback Sport 1.6 TDI Auto	13 24365	13157	7-A	17 124	10.7	70.6	105	1598	108/3200	184/1500	1280	1500
D Sportback Sport 1.6 TDI quattro	13 24315	13130	6-M	15 120	11.2	60.1	127	1598	108/3200	184/1500	1380	1500
D Sportback Sport 2.0 TDI	313 13 24235	14056	6-M	21 135	8.6	68.9	108	1968	148/3500	251/1750	1305	1600
D Sportback Sport 2.0 TDI Auto	13 25715	14915	6-A	21 135	8.3	62.8	119	1968	148/3500	251/1750	1320	1600
D Sportback Sport 2.0 TDI quattro	13 25665	14886	6-M	23 133	8.3	58.9	125	1968	148/3500	251/1750	1385	1800
D Sportback Sport 2.0 TDI	13 25505	14793	6-M	21 145	7.4	67.3	112	1968	181/3500	280/1750	1315	1600
D Sportback Sport 2.0 TDI quattro Auto	13 28415	16481	6-A	26 143	6.9	58.9	127	1968	181/3500	280/1750	1420	1800
D Sportback S line 1.6 TDI	13 25035	13318	6-M	18 124	10.7	68.9	107	1598	108/3200	184/1500	1260	1500
D Sportback S line 1.6 TDI Auto	13 26515	14319	7-A	18 124	10.7	68.9	107	1598	108/3200	184/1500	1280	1500
D Sportback S line 2.0 TDI	13 26385	15033	6-M	21 135	8.6	67.3	109	1968	148/3500	251/1750	1305	1600
D Sportback S line 2.0 TDI Auto	13 27865	16162	6-A	21 135	8.3	61.4	121	1968	148/3500	251/1750	1320	1600
D Sportback S line 2.0 TDI quattro	13 27815	16133	6-M	23 133	8.3	57.6	127	1968	148/3500	251/1750	1385	1800
D Sportback S line 2.0 TDI	13 27855	16040	6-M	28 145	7.4	65.7	114	1968	181/3500	280/1750	1315	1600
D Sportback S line 2.0 TDI quattro Auto	13 30365	17728	6-A	26 143	6.9	57.6	129	1968	181/3500	280/1750	1420	1800
43 Sportback e-tron 1.4 TFSI Auto	332 13 30540	17297	6-A	29 136	7.6	176.6	37	1395	148/5000	184/1600	243	1540
D Saloon Sport 1.6 TDI	4 23435	12655	6-M	17 126	10.7	72.4	104	1598	108/3200	184/1500	1270	1500
D Saloon Sport 1.6 TDI Auto	4 24915	13454	7-A	17 126	10.7	72.4	104	1598	108/3200	184/1500	1290	1500
D Saloon Sport 1.6 TDI quattro	4 24865	13427	6-M	15 120	11.2	60.1	127	1598	108/3200	184/1500	1390	1500
D Saloon Sport 2.0 TDI	4 24785	13384	6-M	23 139	8.6	68.9	107	1968	148/3500	251/1750	1315	1600
D Saloon Sport 2.0 TDI Auto	4 26265	14183	6-M	23 139	8.3	62.8	118	1968	148/3500	251/1750	1320	1600
D Saloon Sport 2.0 TDI quattro	4 26215	14156	6-M	23 136	8.3	58.9	125	1968	148/3500	251/1750	1395	1800
D Saloon Sport 2.0 TDI	4 26050	14070	6-M	21 149	7.4	67.3	112	1968	181/3500	280/1750	1320	1600
D Saloon Sport 2.0 TDI quattro Auto	4 28965	15641	6-A	26 147	6.9	58.9	127	1968	181/3500	280/1750	1430	1800
D Saloon S line 1.6 TDI	4 25585	13816	6-M	18 126	10.7	70.6	106	1598	108/3200	184/1500	1270	1500
D Saloon S line 1.6 TDI Auto	4 27065	14615	7-A	18 126	10.7	70.6	106	1598	108/3200	184/1500	1290	1500
D Saloon S line 2.0 TDI	4 26935	15454	6-M	24 139	8.6	67.3	108	1968	148/3500	251/1750	1315	1600
D Saloon S line 2.0 TDI Auto	4 28415	15344	6-A	24 139	8.3	61.4	120	1968	148/3500	251/1750	1320	1600
D Saloon S line 2.0 TDI quattro	4 28365	15317	6-M	23 136	8.3	57.6	127	1968	148/3500	251/1750	1395	1800
D Saloon S line 2.0 TDI	4 28205	15231	6-M	28 149	7.4	65.7	114	1968	181/3500	280/1750	1320	1600
D Saloon S line 2.0 TDI quattro Auto	4 31115	16802	6-A	26 147	6.9	58.9	129	1968	181/3500	280/1750	1430	1800
D Cabriolet SE 1.6 TDI	2 26225	13637	6-M	17 124	11.4	68.0	110	1598	108/3200	184/1500	1420	1500
D Cabriolet SE 2.0 TDI	2 27575	13788	6-M	24 139	8.9	65.7	113	1968	148/3500	251/1750	1460	1600
D Cabriolet SE 2.0 TDI Auto	2 29055	14528	6-A	24 139	8.8	60.1	124	1968	148/3500	251/1750	1480	1600
D Cabriolet Sport 1.6 TDI	2 27625	14365	6-M	23 139	8.4	68.0	110	1598	108/3200	184/1500	1420	1500
D Cabriolet Sport 2.0 TDI	2 28975	14488	6-M	25 139	8.9	65.7	113	1968	148/3500	251/1750	1460	1600
D Cabriolet Sport 2.0 TDI Auto	2 30455	15228	6-A	25 139	8.8	60.1	124	1968	148/3500	251/1750	1480	1600
D Cabriolet Sport 2.0 TDI quattro	2 30450	15203	6-M	25 136	8.8	57.6	129	1968	148/3500	251/1750	1540	1600



POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KEBB WEIGHT (KG)	TOWING WEIGHT (KG)
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### New A6 (continued)

<b>D</b> Avant SE 3.0 TDI quattro Auto	-	5	42245	21123	7-A	39	145	6.8	53.3	138	2967	215/3250	-	369/1250	-	1830	2000
<b>D</b> Avant SE 3.0 TDI quattro Auto	-	5	43805	21903	7-A	41	155	5.7	53.3	138	2967	217/3500	-	428/1500	-	1835	2000
<b>D</b> Avant SE 3.0 BITDI quattro Auto	-	5	48515	25228	7-A	43	155	5.2	45.6	164	2967	316/3900	-	479/1400	-	1900	2100
<b>D</b> Avant S line 2.0 TDI ultra	-	5	36870	17698	6-M	33	140	8.7	61.4	119	1968	187/3800	-	295/1750	-	1690	1800
<b>D</b> Avant S line 2.0 TDI ultra Auto	-	5	38400	18432	7-A	33	140	8.5	64.2	115	1968	187/3800	-	295/1750	-	1725	1800
<b>D</b> Avant S line 3.0 TDI Auto	-	5	43010	20645	7-A	35	145	7.3	58.9	125	2967	215/4000	-	295/1250	-	1760	2000
<b>D</b> Avant S line 3.0 TDI quattro Auto	-	5	44770	22385	7-A	39	145	6.8	53.3	138	2967	215/3250	-	369/1250	-	1830	2000
<b>D</b> Avant S line 3.0 TDI quattro Auto	-	5	46330	23165	7-A	42	155	5.7	53.3	138	2967	217/3500	-	428/1500	-	1835	2000
<b>D</b> Avant S line 3.0 BITDI quattro Auto	-	5	51040	26541	8-A	43	155	5.2	45.6	164	2967	316/3900	-	479/1400	-	1900	2100
<b>D</b> Avant Black Edition 2.0 TDI ultra	-	5	39045	18742	6-M	33	140	8.7	60.1	124	1968	187/3800	-	295/1750	-	1690	1800
<b>D</b> Avant Black Edition 2.0 TDI ultra Auto	-	5	40575	19476	7-A	33	140	8.5	61.4	121	1968	187/3800	-	295/1750	-	1725	1800
<b>D</b> Avant Black Edition 3.0 TDI Auto	-	5	45185	21689	7-A	35	145	7.3	56.5	130	2967	215/4000	-	295/1250	-	1760	2000
<b>D</b> Avant Black Edition 3.0 TDI quattro Auto	-	5	46960	23480	7-A	40	145	6.8	52.3	144	2967	215/3250	-	369/1250	-	1830	2000
<b>D</b> Avant Black Edition 3.0 TDI quattro Auto	-	5	48520	24260	7-A	42	155	5.7	52.3	144	2967	271/3500	-	428/1500	-	1835	2000
<b>D</b> Avant Black Edition 3.0 BITDI quattro Auto	-	5	53330	27732	8-A	44	155	5.2	44.1	169	2967	316/3900	-	479/1400	-	1900	2100
<b>D</b> allroad 3.0 TDI quattro Auto	-	5	45755	21962	7-A	39	141	7.3	50.4	149	2967	215/3250	-	369/1250	-	1890	2500
<b>D</b> allroad 3.0 TDI quattro Auto	-	5	47315	22711	7-A	42	155	6.2	50.4	149	2967	268/3500	-	428/1500	-	1895	2500
<b>D</b> allroad 3.0 BITDI quattro Auto	-	5	52125	25000	8-A	44	155	5.5	43.5	172	2967	316/3900	-	479/1400	-	1955	2500
<b>D</b> allroad Sport 3.0 TDI quattro Auto	-	5	49455	23738	7-A	39	141	7.3	50.4	149	2967	215/3250	-	369/1250	-	1890	2500
<b>D</b> allroad Sport 3.0 TDI quattro Auto	-	5	51015	24497	8-A	42	155	6.2	50.4	149	2967	268/3500	-	428/1500	-	1895	2500
<b>D</b> allroad Sport 3.0 BITDI quattro Auto	-	5	55825	26786	8-A	43	155	5.5	43.5	172	2967	316/3900	-	479/1400	-	1955	2500

### New A7

Audi's entry ticket to the Panamera party. It's great to drive, exquisitely built and suitably luxurious.

<b>D</b>	SE Executive 3.0 TDI ultra Auto	-	5	45975	22958	7-A	37	148	7.3	58.9	124	2967	215/4000	-	295/1250	-	1755	2000
<b>D</b>	SE Executive 3.0 TDI quattro Auto	-	5	47670	23835	7-A	41	148	6.8	54.3	138	2967	215/3250	-	369/1250	-	1825	2000
<b>D</b>	SE Executive 3.0 TDI quattro Auto	-	5	50255	25128	7-A	43	155	5.7	54.3	138	2967	268/3500	-	428/1250	-	1830	2000
<b>D</b>	S line 3.0 TDI ultra Auto	-	5	48705	24153	7-A	38	148	7.3	57.6	128	2967	215/4000	-	295/1250	-	1755	2000
<b>D</b>	S line 3.0 TDI quattro Auto	-	5	50480	25240	7-A	41	148	6.8	52.3	142	2967	215/3250	-	369/1250	-	1825	2000
<b>D</b>	S line 3.0 TDI quattro Auto	-	5	53060	26530	7-A	43	155	5.7	52.3	142	2967	268/3500	-	428/1250	-	1830	2000
<b>D</b>	S line 3.0 BITDI quattro Auto	-	5	56730	29500	8-A	45	155	5.2	44.8	167	2967	316/3900	-	479/1400	-	1895	2100
<b>D</b>	Black Edition 3.0 TDI quattro Auto	-	5	52830	26415	7-A	41	148	6.8	52.3	142	2967	215/3250	-	369/1250	-	1825	2000
<b>D</b>	Black Edition 3.0 TDI quattro Auto	-	5	55410	27705	7-A	44	155	5.7	52.3	142	2967	268/3500	-	428/1250	-	1830	2000
<b>D</b>	Black Edition 3.0 BITDI quattro Auto	338	5	59080	30722	8-A	45	155	5.2	44.8	167	2967	316/3900	-	479/1400	-	1895	2100

### A8

Now even more refined, with exquisite attention to detail, great driving manners and exceptionally high comfort levels.

<b>D</b> SE 3.0 TDI quattro Auto	-	4	59585	22642	8-A	46	155	5.9	49.6	149	2967	258/4000	-	428/1750	-	1880	2200
<b>D</b> SE Executive 3.0 TDI quattro Auto	-	4	62190	23632	8-A	46	155	5.9	49.6	149	2967	258/4000	-	428/1750	-	1880	2200
<b>D</b> SE Executive 4.2 TDI quattro Auto	-	4	72835	26221	8-A	50	155	4.7	39.2	189	4134	380/3750	-	627/2000	-	2040	2300
<b>D</b> Sport 3.0 TDI quattro Auto	-	4	65825	25014	8-A	47	155	5.9	47.9	155	2967	258/4000	-	428/1750	-	1880	2200
<b>D</b> Sport 4.2 TDI quattro Auto	-	4	76435	27517	8-A	50	155	4.7	38.2	193	4134	380/3750	-	627/2000	-	2040	2300
<b>D</b> Edition 21 3.0 TDI quattro Auto	-	4	72525	27560	8-A	48	155	5.9	47.9	155	2967	258/4000	-	428/1750	-	1880	2200
<b>D</b> L SE 3.0 TDI quattro Auto	324	4	66195	24162	8-A	46	155	6.1	48.7	153	2967	258/4000	-	428/1750	-	1935	2200
<b>D</b> L SE Executive 3.0 TDI quattro Auto	-	4	61930	25152	8-A	46	155	6.1	48.7	153	2967	258/4000	-	428/1750	-	1935	2200
<b>D</b> L SE Executive 4.2 TDI quattro Auto	-	4	76800	29648	8-A	50	155	4.7	38.7	190	4134	380/3750	-	627/2000	-	2095	2300
<b>D</b> L Edition 21 3.0 TDI quattro Auto	-	4	76490	27066	8-A	48	155	6.1	47.1	159	2967	258/4000	-	428/1750	-	1935	2200

### New Q3

Audi's baby SUV now had bolder looks, decent kit, superb refinement and quality to match.

<b>D</b> SE 2.0 TDI	-	5	26920	15075	6-M	20	126	9.6	61.4	119	1968	148/3500	-	251/1750	-	1485	1800
<b>D</b> SE 2.0 TDI quattro	-	5	28480	15379	6-M	20	126	9.3	56.5	131	1968	148/3500	-	251/1750	-	1570	1800
<b>D</b> SE 2.0 TDI quattro Auto	-	5	30060	16232	7-A	20	126	9.3	55.4	134	1968	148/4000	-	251/1750	-	1605	2000
<b>D</b> SE 2.0 TDI quattro	-	5	29280	15811	6-M	24	136	7.9	53.3	139	1968	181/3500	-	280/1800	-	1605	2000
<b>D</b> SE 2.0 TDI quattro Auto	-	5	30860	16664	7-A	24	136	7.9	53.3	139	1968	181/3500	-	280/1800	-	1625	2000
<b>D</b> S line 2.0 TDI	-	5	29470	16503	6-M	21	126	9.6	60.1	122	1968	148/3500	-	251/1750	-	1485	1800
<b>D</b> S line 2.0 TDI quattro	-	5	31030	16796	6-M	21	126	9.3	55.4	134	1968	148/3500	-	251/1750	-	1570	1800
<b>D</b> S line 2.0 TDI quattro Auto	-	5	32610	17696	7-A	21	126	9.3	54.3	137	1968	-	-	251/1750	-	1605	2000
<b>D</b> S line 2.0 TDI quattro	-	5	31845	17169	6-M	24	136	7.9	51.4	143	1968	181/3500	-	280/1800	-	1605	2000
<b>D</b> S line 2.0 TDI quattro Auto	-	5	33425	18050	7-A	24	136	7.9	52.3	141	1968	181/3500	-	280/1800	-	1625	2000
<b>D</b> S line Plus 2.0 TDI quattro	-	5	33380	18025	6-M	21	126	9.3	52.3	140	1968	148/3500	-	251/1750	-	1570	1800
<b>D</b> S line Plus 2.0 TDI quattro Auto	-	5	34975	18887	7-A	21	126	9.3	51.4	144	1968	148/4000	-	251/1750	-	1605	2000
<b>D</b> S line Plus 2.0 TDI quattro	-	5	34195	18465	6-M	25	136	7.9	49.6	148	1968	181/3500	-	280/1800	-	1605	2000
<b>D</b> S line Plus 2.0 TDI quattro Auto	-	5	35775	19319	7-A	25	136	7.9	50.4	146	1968	181/3500	-	280/1800	-	1625	2000

# CHART TOPPERS

BEST-SELLING DIESEL KIA MODELS BY BODYSTYLE IN 2014

1	Kia Sportage 5-door SUV	18,246
2	Kia cee'd 5-door hatchback	5,379
3	Kia Sorento 5-door SUV	3,105
4	Kia Rio 5-door hatchback	2,841
5	Kia cee'd Sportswagon 5-door estate	2,762



## Q5

Comfortable and refined, with decent equipment levels. It's not bad to drive either, and the SQ5 is a real hotshot.

<b>D</b> SE 2.0 TDI quattro	-	5	31720	18398	6-M	21	118	10.8	50.4	147	1968	148/4200	-	236/1500	-	1820	1800
<b>D</b> SE 2.0 TDI quattro	-	5	32695	18963	6-M tba	130	8.4	49.6	148	1968	187/tba	-	-	295/1750	-	1820	2000
<b>D</b> SE 2.0 TDI quattro Auto	-	5	34280	19882	7-A tba	130	8.4	48.7	152	1968	187/tba	-	-	295/1750	-	1860	2000
<b>D</b> SE 3.0 TDI quattro Auto	-	5	38380	22260	7-A tba	143	6.2	47.1	158	2967	254/tba	-	-	428/1750	-	1880	2400
<b>D</b> S line 2.0 TDI quattro	-	5	34120	19790	6-M	21	118	10.8	49.6	150	1968	148/4200	-	236/1500	-	1820	1800
<b>D</b> S line 2.0 TDI quattro	-	5	35130	20375	6-M tba	130	8.4	48.7	151	1968	187/tba	-	-	295/1750	-	1820	2000
<b>D</b> S line 2.0 TDI quattro Auto	-	5	36680	21274	7-A tba	130	8.4	47.9	154	1968	187/tba	-	-	295/1750	-	1860	2000
<b>D</b> S line 3.0 TDI quattro Auto	-	5	40780	23652	7-A tba	143	6.2	46.3	161	2967	254/tba	-	-	428/1750	-	1880	2400
<b>D</b> S line Plus 2.0 TDI quattro	-	5	36655	21260	6-M	22	118	10.8	48.7	152	1968	148/4200	-	236/1500	-	1820	1800
<b>D</b> S line Plus 2.0 TDI quattro	-	5	37630	21825	6-M tba	130	8.4	47.9	153	1968	187/tba	-	-	295/1750	-	1820	2000
<b>D</b> S line Plus 2.0 TDI quattro Auto	-	5	39180	22274	7-A tba	130	8.4	47.1	157	1968	187/tba	-	-	295/1750	-	1860	2000
<b>D</b> S line Plus 3.0 TDI quattro Auto	-	5	43280	25102	7-A tba	143	6.2	45.6	163	2967	254/tba	-	-	428/1750	-	1880	2400
<b>D</b> SQ5 3.0 BITDI quattro Auto	-	5	44785	25975	8-A	41	155	5.2	42.8	174	2967	309/tba	-	479/1400	-	2000	2400



POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	TOWING WEIGHT (KG)	TOWING WEIGHT (KGS)
D	216d M Sport Gran Tourer	-	5	28645	14323	6-M	11	119	11.4	67.3	111	1496	114/4000	-	199/1750	-	1545 1500
D	216d M Sport Gran Tourer Auto	-	5	29895	14948	6-A	11	119	11.2	65.7	114	1496	114/4000	-	199/1750	-	1555 1500
D	218d SE Gran Tourer	-	5	26790	13395	6-M	14	127	9.5	64.2	115	1995	148/4000	-	243/1750	-	1575 1500
D	218d SE Gran Tourer Auto	-	5	28340	14170	8-A	14	129	9.5	64.2	115	1995	148/4000	-	243/1750	-	1605 1500
D	218d Sport Gran Tourer	-	5	28040	14020	6-M	15	127	9.5	64.2	115	1995	148/4000	-	243/1750	-	1575 1500
D	218d Sport Gran Tourer Auto	-	5	29590	14795	8-A	15	129	9.5	64.2	115	1995	148/4000	-	243/1750	-	1605 1500
D	218d Luxury Gran Tourer	-	5	28790	14395	6-M	15	127	9.5	64.2	115	1995	148/4000	-	243/1750	-	1575 1500
D	218d Luxury Gran Tourer Auto	-	5	30340	15170	8-A	15	129	9.5	64.2	115	1995	148/4000	-	243/1750	-	1605 1500
D	218d M Sport Gran Tourer	-	5	29790	14895	6-M	15	127	9.5	62.8	119	1995	148/4000	-	243/1750	-	1575 1500
D	218d M Sport Gran Tourer Auto	-	5	31340	15670	8-A	15	129	9.5	62.8	119	1995	148/4000	-	243/1750	-	1605 1500
D	220d Sport Gran Tourer Auto	-	5	31040	15520	8-A tba	137	8.0	62.8	119	1995	188/4000	-	295/1750	-	1615 1600	
D	220d Luxury Gran Tourer Auto	-	5	31790	15895	8-A tba	137	8.0	62.8	119	1995	188/4000	-	295/1750	-	1615 1600	
D	220d M Sport Gran Tourer Auto	-	5	32790	16395	8-A tba	137	8.0	60.1	124	1995	188/4000	-	295/1750	-	1615 1600	
D	220d xDrive Sport Gran Tourer Auto	-	5	32540	16270	8-A	19	135	7.8	57.6	129	1995	188/4000	-	295/1750	-	1690 1600
D	220d xDrive Luxury Gran Tourer Auto	-	5	33290	16645	8-A	19	135	7.8	57.6	129	1995	188/4000	-	295/1750	-	1690 1600
D	220d xDrive M Sport Gran Tourer Auto	-	5	34420	17210	8-A	20	135	7.8	55.4	134	1995	188/4000	-	295/1750	-	1690 1600

## New 3 Series

It's the best 3 yet. New model is leaner, cleaner and greener, as well as more spacious. Common, but still classy.

<b>D</b> 316d SE	-	4 27435	12071	6-M 18 127	10.7	68.9	109	1995	114/4000	-	199/1250	-	1495	1600
<b>D</b> 316d SE Auto	-	4 28895	12753	8-A 18 127	10.6	68.9	109	1995	114/4000	-	199/1250	-	1505	1600
<b>D</b> 316d Sport	-	4 27735	12203	6-M 18 127	10.7	68.9	109	1995	114/4000	-	199/1250	-	1495	1600
<b>D</b> 316d Sport Auto	-	4 29285	12885	8-A 18 127	10.6	68.9	109	1995	114/4000	-	199/1250	-	1505	1600
<b>D</b> 318d SE	-	4 28685	12621	6-M 22 134	8.6	67.3	111	1995	148/4000	-	236/1500	-	1505	1600
<b>D</b> 318d SE Auto	-	4 30235	13303	8-A 22 132	8.4	67.3	111	1995	148/4000	-	236/1500	-	1525	1600
<b>D</b> 318d Sport	-	4 28895	12753	6-M 22 134	8.6	67.3	111	1995	148/4000	-	236/1500	-	1505	1600
<b>D</b> 318d Sport Auto	-	4 30535	13435	8-A 22 132	8.4	67.3	111	1995	148/4000	-	236/1500	-	1525	1600
<b>D</b> 318d Luxury	-	4 31185	13721	6-M 22 134	8.6	64.2	116	1995	148/4000	-	236/1500	-	1505	1600
<b>D</b> 318d Luxury Auto	-	4 32735	14403	8-A 22 132	8.4	64.2	116	1995	148/4000	-	236/1500	-	1525	1600
<b>D</b> 318d M Sport	-	4 30895	13633	6-M 23 134	8.6	64.2	116	1995	148/4000	-	236/1500	-	1505	1600
<b>D</b> 318d M Sport Auto	-	4 32535	14315	8-A 23 132	8.4	64.2	116	1995	148/4000	-	236/1500	-	1525	1600
<b>D</b> 320d EfficientDynamics Plus	-	4 30485	14023	6-M 27 146	7.9	72.4	102	1995	161/4000	-	295/1750	-	1495	1800
<b>D</b> 320d EfficientDynamics Plus Auto	-	4 32035	14736	8-A 27 143	7.8	74.3	99	1995	161/4000	-	295/1750	-	1505	1800
<b>D</b> 320d EfficientDynamics Sport	-	4 30895	14253	6-M 28 146	7.9	68.9	108	1995	161/4000	-	295/1750	-	1495	1800
<b>D</b> 320d EfficientDynamics Sport Auto	-	4 32535	14966	8-M 28 143	7.8	70.6	104	1995	161/4000	-	295/1750	-	1505	1800
<b>D</b> 320d SE	-	4 29785	13701	6-M 21 143	7.3	67.3	111	1995	188/4000	-	295/1750	-	1505	1600
<b>D</b> 320d SE Auto	-	4 31335	14414	8-M 21 140	7.2	67.3	111	1995	188/4000	-	295/1750	-	1525	1600
<b>D</b> 320d Sport	-	4 30085	13839	6-M 28 143	7.3	67.3	111	1995	188/4000	-	295/1750	-	1505	1600
<b>D</b> 320d Sport Auto	-	4 31635	14552	8-M 28 140	7.2	67.3	111	1995	188/4000	-	295/1750	-	1525	1600
<b>D</b> 320d Luxury	-	4 32285	14851	6-M 28 143	7.3	64.2	116	1995	188/4000	-	295/1750	-	1505	1600
<b>D</b> 320d Luxury Auto	-	4 33835	15564	8-M 28 140	7.2	64.2	116	1995	188/4000	-	295/1750	-	1525	1600
<b>D</b> 320d M Sport	-	4 32085	14759	6-M 28 143	7.3	64.2	116	1995	188/4000	-	295/1750	-	1505	1600
<b>D</b> 320d M Sport Auto	-	4 33635	15472	8-M 28 140	7.2	64.2	116	1995	188/4000	-	295/1750	-	1525	1600
<b>D</b> 320d xDrive SE	-	4 31285	14391	6-M 27 143	7.4	62.8	119	1995	188/4000	-	295/1750	-	1590	1600
<b>D</b> 320d xDrive SE Auto	-	4 32835	15104	8-M 27 140	7.3	62.8	118	1995	188/4000	-	295/1750	-	1610	1600
<b>D</b> 320d xDrive Sport	-	4 31585	14529	6-M 27 143	7.4	62.8	119	1995	188/4000	-	295/1750	-	1590	1600
<b>D</b> 320d xDrive Sport Auto	-	4 33135	15242	8-M 27 140	7.3	62.8	118	1995	188/4000	-	295/1750	-	1610	1600
<b>D</b> 320d xDrive Luxury	-	4 33785	15541	6-M 28 143	7.4	58.9	126	1995	188/4000	-	295/1750	-	1590	1600
<b>D</b> 320d xDrive Luxury Auto	-	4 35335	16254	8-M 28 140	7.3	60.1	123	1995	188/4000	-	295/1750	-	1610	1600
<b>D</b> 320d xDrive M Sport	-	4 33585	15449	6-M 28 143	7.4	58.9	126	1995	188/4000	-	295/1750	-	1590	1600
<b>D</b> 320d xDrive M Sport Auto	-	4 35135	16162	8-M 28 140	7.3	60.1	123	1995	188/4000	-	295/1750	-	1610	1600
<b>D</b> 330d Luxury Auto	-	4 37615	18055	8-A 37 155	5.6	56.5	131	2993	255/4000	-	413/1500	-	1615	1800
<b>D</b> 330d M Sport Auto	-	4 37415	17959	8-A 37 155	5.6	56.5	131	2993	255/4000	-	413/1500	-	1615	1800
<b>D</b> 330d xDrive Luxury Auto	-	4 39115	18775	8-A 37 155	5.3	53.3	139	2993	255/4000	-	413/1500	-	1690	1800
<b>D</b> 330d xDrive M Sport Auto	-	4 38915	18679	8-A 37 155	5.3	53.3	139	2993	255/4000	-	413/1500	-	1690	1800
<b>D</b> 335d xDrive M Sport Auto	-	4 40330	19358	8-A 40 155	4.8	51.4	145	2993	308/4400	-	465/1500	-	1705	1800
<b>D</b> 316d SE Touring	-	5 28735	13218	6-M 18 124	11.2	64.2	116	1995	114/4000	-	199/1250	-	1570	1600
<b>D</b> 316d SE Touring Auto	-	5 30285	13931	8-A 18 123	11.1	64.2	116	1995	114/4000	-	199/1250	-	1585	1600
<b>D</b> 316d Sport Touring	-	5 29035	13356	6-M 18 124	11.2	64.2	116	1995	114/4000	-	199/1250	-	1570	1600
<b>D</b> 316d Sport Touring Auto	-	5 30585	14069	8-A 18 123	11.1	64.2	116	1995	114/4000	-	199/1250	-	1585	1600
<b>D</b> 318d SE Touring	-	5 29895	13793	6-M 22 130	8.9	62.8	117	1995	148/4000	-	236/1500	-	1575	1600
<b>D</b> 318d SE Touring Auto	-	5 31535	14506	8-M 22 130	8.8	65.7	114	1995	148/4000	-	236/1500	-	1595	1600
<b>D</b> 318d Sport Touring	-	5 30285	13931	6-M 22 130	8.9	62.8	117	1995	148/4000	-	236/1500	-	1575	1600
<b>D</b> 318d Sport Touring Auto	-	5 31835	14644	8-A 22 130	8.8	65.7	114	1995	148/4000	-	236/1500	-	1595	1600
<b>D</b> 318d Luxury Touring	-	5 32485	14943	6-M 22 130	8.9	61.4	122	1995	148/4000	-	236/1500	-	1575	1600
<b>D</b> 318d Luxury Touring Auto	-	5 34035	15656	8-A 22 130	8.8	62.8	119	1995	148/4000	-	236/1500	-	1595	1600
<b>D</b> 318d M Sport Touring	-	5 32285	14851	6-M 23 130	8.9	61.4	122	1995	148/4000	-	236/1500	-	1575	1600
<b>D</b> 318d M Sport Touring Auto	-	5 33835	15564	8-A 23 130	8.8	62.8	119	1995	148/4000	-	236/1500	-	1595	1600
<b>D</b> 320d EfficientDynamics Plus	-	5 31785	14621	6-M 27 138	8.2	68.9	107	1995	161/4000	-	295/1750	-	1575	1800
<b>D</b> 320d EfficientDynamics Plus Auto	-	5 33335	15334	8-A 27 138	8.1	70.6	104	1995	161/4000	-	295/1750	-	1585	1800
<b>D</b> 320d EfficientDynamics Sport Touring	-	5 32285	14851	6-M 28 138	8.2	65.7	114	1995	161/4000	-	295/1750	-	1575	1800
<b>D</b> 320d EfficientDynamics Sport Touring Auto	-	5 33835	15564	8-A 28 138	8.1	67.3	111	1995	161/4000	-	295/1750	-	1585	1800
<b>D</b> 320d SE Touring	-	5 31085	14299	6-M 28 143	7.6	62.8	118	1995	188/4000	-	295/1750	-	1585	1600
<b>D</b> 320d SE Touring Auto	-	5 32635	15012	8-M 28 140	7.4	65.7	114	1995	188/4000	-	295/1750	-	1605	1600
<b>D</b> 320d Sport Touring	-	5 31385	14437	6-M 28 143	7.6	62.8	118	1995	188/4000	-	295/1750	-	1585	1600
<b>D</b> 320d Sport Touring Auto	-	5 32935	15150	8-M 28 140	7.4	65.7	114	1995	188/4000	-	295/1750	-	1605	1600
<b>D</b> 320d Luxury Touring	-	5 33585	15449	6-M 28 143	7.6	60.1	123	1995	188/4000	-	295/1750	-	1585	1600
<b>D</b> 320d Luxury Touring Auto	-	5 35135	16162	8-M 28 140	7.4	62.8	119	1995	188/4000	-	295/1750	-	1605	1600
<b>D</b> 320d M Sport Touring	-	5 33385	15357	6-M 28 143	7.6	60.1	123	1995	188/4000	-	295/1750	-	1585	1600
<b>D</b> 320d M Sport Touring Auto	-	5 34835	16070	8-M 28 140	7.4	62.8	119	1995	188/4000	-	295/1750	-	1605	1600
<b>D</b> 320d xDrive SE Touring	-	5 32585	14989	6-M 27 142	7.6	57.6	128	1995	188/4000	-	295/1750	-	1655	1800
<b>D</b> 320d xDrive SE Touring Auto	-	5 34135	15702	8-M 27 138	7.6	60.1	124	1995	188/4000	-	295/1750	-	1680	1800
<b>D</b> 320d xDrive Sport Touring	-	5 32885	15127	6-M 27 142	7.6	57.6	128	1995	188/4000	-	295/1750	-	1655	1800
<b>D</b> 320d xDrive Sport Touring Auto	-	5 34435	15840	8-A 27 138	7.6	60.1	124	1995	188/4000	-	295/1750	-	1680	1800
<b>D</b> 320d xDrive Luxury Touring	-	5 35215	16199	6-M 28 142	7.6	58.5	133	1995	188/4000	-	295/1750	-	1655	1800
<b>D</b> 320d xDrive Luxury Touring Auto	-	5 36765	16917	8-M 28 138	7.6	57.6	129	1995	188/4000	-	295/1750	-	1680	1800
<b>D</b> 320d xDrive M Sport Touring	-	5 35015	16107	6-M 28 142	7.6	56.5	133	1995	188/4000	-	295/1750	-	1655	1800
<b>D</b> 320d xDrive M Sport Touring Auto	-	5 36565	16820	8-A 28 138	7.6	57.6	129	1995	188/4000	-	295/1750	-	1680	1800
<b>D</b> 320d Luxury Touring Auto	-	5 38915	19458	8-A 37 155	5.6	53.3	138	2993	255/4000	-	413/1500	-	1685	1800
<b>D</b> 330d M Sport Touring Auto	-	5 38715	19358	8-A 37 155	5.6	53.3	138	2993	255/4000	-	413/1500	-	1685	1800
<b>D</b> 330d xDrive Luxury Touring Auto	-	5 40430	20215	8-A 37 155	5.4	51.4	145	2993	255/4000	-	413/1500	-	1755	1800
<b>D</b> 330d xDrive M Sport Touring Auto	-	5 40230	20115	8-A 37 155	5.4	51.4	145	2993	255/4000	-	413/1500	-	1755	1800
<b>D</b> 335d xDrive M Sport Touring Auto	-	5 41665	20837	8-A 40 155	4.9	49.6	151	2993	308/4400	-	465/1500	-	1770	1800
<b>D</b> 318d SE Gran Turismo	-	5 31275	14383	6-M 24 134	9.3	61.4	121	1995	148/4000	-	236/1500	-	tba	thb
<b>D</b> 318d SE Gran Turismo Auto	-	5 32825	15100	8-M 24 134	9.2	61.4	121	1995	148/4000	-	236/1500	-	tba	thb
<b>D</b> 318d Sport Gran Turismo	-	5 32275	14407	6-M 24 134	9.3	64.2	121	1995	148/4000	-	236/1500	-	tba	thb
<b>D</b> 318d Sport Gran Turismo Auto	-	5 33825	15560	8-A 24 134	9.2	61.4	121	1995	148/4000	-	236/1500	-	tba	thb
<b>D</b> 318d Luxury Gran Turismo	-	5 33275	15307	6-M 24 134	9.3	61.4	121	1995	148/4000	-	236/1500	-	tba	thb
<b>D</b> 318d Luxury Gran Turismo Auto	-	5 34825	16020	8-A 24 134	9.2	64.2	117	1995	148/4000	-	236/1500	-	tba	thb
<b>D</b> 318d M Sport Gran Turismo	-	5 33525	15422	6-M 24 134	9.3	61.4	121	1995	148/4000	-	236/1500	-	tba	thb
<b>D</b> 318d M Sport Gran Turismo Auto	-	5 35075	16135	8-A 24 134	9.2	64.2	117	1995	148/4000	-	236/1500			



POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KEBB WEIGHT (KG)	TOWING WEIGHT (KG)
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### 5 Series (continued)

<b>D</b> 518d Luxury Auto	-	4	35215	16903	8-A	31	134	9.4	64.2	115	1995	148/4000	-	266/1750	-	1700	2000
<b>D</b> 518d M Sport	-	4	33665	16159	6-M	31	135	9.5	60.1	124	1995	148/4000	-	266/1750	-	1690	1800
<b>D</b> 518d M Sport Auto	-	4	35215	16903	8-A	31	134	9.4	61.4	120	1995	148/4000	-	266/1750	-	1700	2000
<b>D</b> 520d SE	-	4	32365	15535	6-M	34	147	7.9	65.7	114	1995	188/4000	-	295/1750	-	1695	1800
<b>D</b> 520d SE Auto	340	4	33915	16279	8-A	34	145	7.7	68.9	109	1995	188/4000	-	295/1750	-	1705	2000
<b>D</b> 520d Luxury	-	4	35165	16879	6-M	36	147	7.9	62.8	119	1995	188/4000	-	295/1750	-	1695	1800
<b>D</b> 520d Luxury Auto	-	4	36715	17623	8-A	36	145	7.7	65.7	114	1995	188/4000	-	295/1750	-	1705	2000
<b>D</b> 520d M Sport	-	4	35165	16879	6-M	36	147	7.9	60.1	124	1995	188/4000	-	295/1750	-	1695	1800
<b>D</b> 520d M Sport Auto	-	4	36715	17623	8-A	36	145	7.7	62.8	119	1995	188/4000	-	295/1750	-	1705	2000
<b>D</b> 525d SE	-	4	36980	17011	6-M	39	154	7.0	57.6	129	1995	215/4400	-	332/1500	-	1725	2000
<b>D</b> 525d SE Auto	-	4	38530	17724	8-A	39	150	6.9	60.1	123	1995	215/4400	-	332/1500	-	1730	2000
<b>D</b> 525d Luxury	-	4	39910	18359	6-M	40	154	7.0	55.4	134	1995	215/4400	-	332/1500	-	1725	2000
<b>D</b> 525d Luxury Auto	-	4	41460	19072	8-A	40	150	6.9	57.6	128	1995	215/4400	-	332/1500	-	1730	2000
<b>D</b> 525d M Sport	-	4	39910	18359	6-M	40	154	7.0	53.3	139	1995	215/4400	-	332/1500	-	1725	2000
<b>D</b> 525d M Sport Auto	-	4	41460	19072	8-A	40	150	6.9	56.5	133	1995	215/4400	-	332/1500	-	1730	2000
<b>D</b> 530d SE Auto	-	4	41455	19069	8-A	43	155	5.8	55.4	134	2993	255/4000	-	398/1500	-	1785	2000
<b>D</b> 530d Luxury Auto	-	4	44255	20357	8-A	43	155	5.8	53.3	139	2993	255/4000	-	398/1500	-	1785	2000
<b>D</b> 530d M Sport Auto	-	4	44270	20364	8-A	43	155	5.8	51.4	144	2993	255/4000	-	398/1500	-	1785	2000
<b>D</b> 535d Luxury Auto	-	4	48920	23482	8-A	45	155	5.3	52.3	143	2993	308/4400	-	465/1500	-	1810	2000
<b>D</b> 535d M Sport Auto	-	4	48920	23482	8-A	45	155	5.3	50.4	148	2993	308/4400	-	465/1500	-	1810	2000
<b>D</b> 535d M Sport Auto	-	4	47790	19116	8-A	44	155	5.9	44.1	149	2979	302/5800	54	295/1200	155	1925	0
<b>D</b> 535d M Sport Auto	-	4	48825	19530	8-A	44	155	5.9	41.5	159	2979	302/5800	54	295/1200	155	1925	0
<b>D</b> 535d M Sport Auto	-	4	50625	20250	8-A	44	155	5.9	40.4	163	2979	302/5800	54	295/1200	155	1925	0
<b>D</b> 518d SE Touring	-	5	33065	16210	6-M	30	130	9.9	60.1	122	1995	148/4000	-	266/1750	-	1795	2000
<b>D</b> 518d SE Touring Auto	-	5	34615	15923	8-A	30	130	9.8	62.8	118	1995	148/4000	-	266/1750	-	1805	2000
<b>D</b> 518d Luxury Touring	-	5	35865	16498	6-M	31	130	9.9	58.9	127	1995	148/4000	-	266/1750	-	1795	2000
<b>D</b> 518d Luxury Touring Auto	-	5	37415	17211	8-A	31	130	9.8	60.1	123	1995	148/4000	-	266/1750	-	1805	2000
<b>D</b> 518d M Sport Touring	-	5	35865	16498	6-M	31	130	9.9	58.9	127	1995	148/4000	-	266/1750	-	1795	2000
<b>D</b> 518d M Sport Touring Auto	-	5	37415	17211	8-A	31	130	9.8	60.1	123	1995	148/4000	-	266/1750	-	1805	2000
<b>D</b> 520d SE Touring	-	5	34565	15900	6-M	34	142	8.1	61.4	122	1995	188/4000	-	295/1750	-	1800	1800
<b>D</b> 520d SE Touring Auto	-	5	36115	16613	8-A	34	140	8.0	62.8	118	1995	188/4000	-	295/1750	-	1810	2000
<b>D</b> 520d Luxury Touring	-	5	37365	17188	6-M	36	142	8.1	58.9	127	1995	188/4000	-	295/1750	-	1800	1800
<b>D</b> 520d Luxury Touring Auto	-	5	38915	17901	8-A	36	140	8.0	60.1	123	1995	188/4000	-	295/1750	-	1810	2000
<b>D</b> 520d M Sport Touring	-	5	37365	17188	6-M	36	142	8.1	58.9	127	1995	188/4000	-	295/1750	-	1800	1800
<b>D</b> 520d M Sport Touring Auto	-	5	38915	17901	8-A	36	140	8.0	60.1	123	1995	188/4000	-	295/1750	-	1810	2000
<b>D</b> 525d SE Touring	-	5	39310	18083	6-M	39	149	7.2	54.3	136	1995	215/4400	-	332/1500	-	1825	2000
<b>D</b> 525d SE Touring Auto	-	5	40860	19736	8-A	39	147	7.1	57.6	129	1995	215/4400	-	332/1500	-	1835	2000
<b>D</b> 525d Luxury Touring	-	5	42125	19378	6-M	40	149	7.2	52.3	141	1995	215/4400	-	332/1500	-	1825	2000
<b>D</b> 525d Luxury Touring Auto	-	5	43675	20091	8-A	40	147	7.1	55.4	134	1995	215/4400	-	332/1500	-	1835	2000
<b>D</b> 525d M Sport Touring	-	5	42125	19378	6-M	40	149	7.2	52.3	141	1995	215/4400	-	332/1500	-	1825	2000
<b>D</b> 525d M Sport Touring Auto	-	5	43675	20091	8-A	40	147	7.1	55.4	134	1995	215/4400	-	332/1500	-	1835	2000
<b>D</b> 530d SE Touring Auto	-	5	43655	20081	8-A	43	155	5.9	53.3	139	2993	255/4000	-	398/1500	-	1895	2000
<b>D</b> 530d Luxury Touring Auto	-	5	46470	21376	8-A	43	155	5.9	51.4	144	2993	255/4000	-	398/1500	-	1895	2000
<b>D</b> 530d M Sport Touring Auto	-	5	46470	21376	8-A	43	155	5.9	51.4	144	2993	255/4000	-	398/1500	-	1895	2000
<b>D</b> 535d Luxury Touring Auto	-	5	51120	24538	8-A	45	155	5.4	49.6	149	2993	308/4400	-	465/1500	-	1925	2000
<b>D</b> 535d M Sport Touring Auto	-	5	51120	24538	8-A	45	155	5.4	49.6	149	2993	308/4400	-	465/1500	-	1925	2000

# TOP 5

## SMALLEST CAPACITY DIESEL ENGINES ON SALE

- Hyundai/Kia 1120cc
- Alfa Romeo/Fiat/Vauxhall 1248cc
- Toyota 1364cc
- Hyundai/Kia 1396cc
- SEAT/Skoda/Volkswagen 1422cc

6 Series	Rating	★★★★★
Exquisitely appointed and impressively refined, it makes a great case for all grand tourers to be diesel powered.		
<b>D</b> 640d SE Coupé Auto	-	2 62295 23672 8-A 50 155 5.3 52.3 143 2993 308/4400 - 465/1500 - 1815 0
<b>D</b> 640d M Sport Coupé Auto	-	2 65895 25040 8-A 50 155 5.3 51.4 147 2993 308/4400 - 465/1500 - 1815 0
<b>D</b> 640d SE Convertible Auto	-	2 68195 25914 8-A 50 155 5.5 50.4 149 2993 308/4400 - 465/1500 - 1935 0
<b>D</b> 640d M Sport Convertible Auto	339	2 71150 27181 8-A 50 155 5.5 48.7 153 2993 308/4400 - 465/1500 - 1935 0
<b>D</b> 640d SE Gran Coupé Auto	-	2 62295 24918 8-A 50 155 5.4 51.4 147 2993 308/4400 - 465/1500 - 1885 0
<b>D</b> 640d M Sport Gran Coupé Auto	-	2 65930 26372 8-A 50 155 5.4 49.6 152 2993 308/4400 - 465/1500 - 1885 0

### New 7 Series

It's a technical tour-de-force, crammed with equipment and more economical than before. We've yet to test it.

<b>D</b> 730d Auto	-	4	64530	23231	8-A	34	155	6.1	60.1	124	2993	261/760	-	457/760	-	tba	tba
<b>D</b> 730d M Sport Auto	-	4	68180	24545	8-A	tba	155	6.1	57.6	129	2993	261/760	-	457/760	-	tba	tba
<b>D</b> 730d xDrive Auto	-	4	67260	24214	8-A	tba	155	5.8	56.5	132	2993	261/760	-	457/760	-	tba	tba
<b>D</b> 730d xDrive M Sport Auto	-	4	70910	25528	8-A	tba	155	5.8	54.3	137	2993	261/760	-	457/760	-	tba	tba
<b>D</b> 730dL Auto	-	4	68480	24653	8-A	tba	155	6.2	58.9	127	2993	261/760	-	457/760	-	tba	tba
<b>D</b> 730dL M Sport Auto	-	4	72260	26014	8-A	tba	155	6.2	56.5	132	2993	261/760	-	457/760	-	tba	tba

### New X1

More SUV-like and prettier than before, and sitting on either a front- or all-wheel-drive platform. More frugal than before, too.

<b>D</b> sDrive18d SE	-	5	28330	12465	6-M	tba	tba	tba	tba	tba	1995	148/tba	-	tba	-	tba	tba
<b>D</b> sDrive18d SE Auto	-	5	29880	13147	8-A	tba	tba	9.2	65.7	114	1995	148/tba	-	tba	-	tba	tba
<b>D</b> sDrive18d M Sport	-	5	29830	13125	6-M	tba	tba	tba	tba	tba	1995	148/tba	-	tba	-	tba	tba
<b>D</b> sDrive18d Sport Auto	-	5	31380	13807	8-A	tba	tba	9.2	65.7	114	1995	148/tba	-	tba	-	tba	tba
<b>D</b> sDrive18d xLine	-	5	31330	13785	6-M	tba	tba	tba	tba	tba	1995	148/tba	-	tba	-	tba	tba
<b>D</b> sDrive18d xLine Auto	-	5	32880	14467	8-A	tba	tba	9.2	65.7	114	1995	148/tba	-	tba	-	tba	tba
<b>D</b> sDrive18d M Sport	-	5	tba	tba	6-M	tba	tba	tba	tba	tba	1995	148/tba	-	tba	-	tba	tba
<b>D</b> sDrive18d M Sport Auto	-	5	tba	tba	8-A	tba	tba	9.2	tba	tba	1995	148/tba	-	tba	-	tba	tba
<b>D</b> xDrive20d Sport	-	5	32180	14803	6-M	tba	tba	tba	tba	tba	1995	188/tba	-	tba	-	tba	tba
<b>D</b> xDrive20d Sport Auto	-	5	33730	15516	8-A	tba	tba	7.6	57.6	128	1995	188/tba	-	tba	-	tba	tba
<b>D</b> xDrive20d xLine	-	5	33680	15493	6-M	tba	tba	tba	tba	tba	1995	188/tba	-	tba	-	tba	tba
<b>D</b> xDrive20d xLine Auto	-	5	35230	16206	8-A	tba	tba	7.6	57.6	128	1995	188/tba	-	tba	-	tba	tba
<b>D</b> xDrive20d M Sport	-	5	tba	tba	6-M	tba	tba	tba	tba	tba	1995	188/tba	-	tba	-	tba	tba
<b>D</b> xDrive20d M Sport Auto	-	5	tba	tba	8-A	tba	tba	7.6	tba	tba	1995	188/tba	-	tba	-	tba	tba
<b>D</b> xDrive25d xLine Auto	-	5	36060	16588	8-A	tba	tba	6.6	56.5	132	1995	228/tba	-	tba	-	tba	tba
<b>D</b> xDrive25d M Sport Auto	-	5	tba	tba	8-A	tba	tba	6.6	tba	tba	1995	228/tba	-	tba	-	tba	tba

### X3

X3 fans will approve, with better kit, improved driving experience and kinder mpg figures.

<b>D</b> xDrive20d SE	-	5	33795</
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POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (H/MIN)	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	TOWING WEIGHT (KG)
	<b>D</b> VTR+ BlueHdi 120	-	5 20785	8314	6-M	20	117	11.3	74.3	100	1560	118/3500	-	221/1750	-	1320 1600
	<b>D</b> VTR+ BlueHdi 120 Auto	-	5 22135	8854	6-A	20	117	11.3	74.3	100	1560	118/3500	-	221/1750	-	1320 1600
	<b>D</b> Selection BlueHdi 120	-	5 21210	8484	6-M	20	117	11.3	74.3	100	1560	118/3500	-	221/1750	-	1320 1600
	<b>D</b> Exclusive BlueHdi 120	-	5 22085	8834	6-M	20	117	11.3	74.3	100	1560	118/3500	-	221/1750	-	1320 1600
	<b>D</b> Exclusive BlueHdi 120 Auto	-	5 23435	9374	6-A	20	117	11.2	72.4	101	1560	118/3500	-	221/1750	-	1320 1600
	<b>D</b> Exclusive BlueHdi 150	-	5 23050	9681	6-M	24	130	9.7	72.4	102	1997	148/4000	-	273/2000	-	1415 1700
	<b>D</b> Exclusive BlueHdi 150 Auto	-	5 24400	10248	6-A	24	129	10.1	65.7	112	1997	148/4000	-	273/2000	-	1435 1700
	<b>D</b> Exclusive+ BlueHdi 120	-	5 24445	9778	6-M	20	117	11.3	74.3	100	1560	118/3500	-	221/1750	-	1320 1600
	<b>D</b> Exclusive+ BlueHdi 120 Auto	-	5 25795	10318	6-A	24	129	10.1	65.7	112	1997	148/4000	-	273/2000	-	1435 1700
	<b>D</b> Exclusive+ BlueHdi 150	-	5 25410	10672	6-M	24	130	9.7	70.6	105	1997	148/4000	-	273/2000	-	1415 1700
	<b>D</b> Exclusive+ BlueHdi 150 Auto	-	5 26760	11238	6-A	24	129	10.1	64.2	115	1997	148/4000	-	273/2000	-	1435 1700
	<b>D</b> Grand VTR BlueHdi 100	-	5 20425	8987	5-M	14	109	13.1	74.3	99	1560	98/3750	-	187/1750	-	1320 1300
	<b>D</b> Grand VTR+ BlueHdi 100	-	5 21725	9559	5-M	14	109	13.1	74.3	99	1560	98/3750	-	187/1750	-	1320 1300
	<b>D</b> Grand VTR+ BlueHdi 120	-	5 22485	9893	6-M	21	117	11.6	70.6	105	1560	118/3500	-	221/1750	-	1347 1500
	<b>D</b> Grand VTR+ BlueHdi 120 Auto	-	5 23835	10487	6-A	21	117	11.5	72.4	103	1560	118/3500	-	221/1750	-	1359 1500
	<b>D</b> Grand Selection BlueHdi 120	-	5 22910	10080	6-M	21	117	11.6	70.6	106	1560	118/3500	-	221/1750	-	1347 1500
	<b>D</b> Grand Exclusive BlueHdi 120	-	5 23785	10465	6-M	19	117	11.6	70.6	106	1560	118/3500	-	221/1750	-	1347 1500
	<b>D</b> Grand Exclusive BlueHdi 120 Auto	-	5 25135	11059	6-A	19	117	11.5	68.9	105	1560	118/3500	-	221/1750	-	1359 1500
	<b>D</b> Grand Exclusive BlueHdi 150	-	5 24750	10395	6-M	24	130	9.8	72.4	102	1997	148/4000	-	273/2000	-	1430 1700
	<b>D</b> Grand Exclusive BlueHdi 150 Auto	-	5 26100	10962	6-A	24	129	10.2	65.7	112	1997	148/4000	-	273/2000	-	1476 1600
	<b>D</b> Grand Exclusive+ BlueHdi 120	-	5 26145	11504	6-M	20	117	11.6	70.6	106	1560	118/3500	-	221/1750	-	1347 1500
	<b>D</b> Grand Exclusive+ BlueHdi 120 Auto	-	5 27495	12098	6-A	20	117	11.5	68.9	105	1560	118/3500	-	221/1750	-	1359 1500
	<b>D</b> Grand Exclusive+ BlueHdi 150	-	5 27110	11386	6-M	25	130	9.8	70.6	105	1997	148/4000	-	273/2000	-	1430 1700
	<b>D</b> Grand Exclusive+ BlueHdi 150 Auto	-	5 28460	11953	6-A	25	129	10.2	64.2	115	1997	148/4000	-	273/2000	-	1476 1600

Rating ★★★★★

LOW MILEAGE TEST	C5	Good looking large car with exceptional refinement and strong, smooth and frugal engines.
	<b>D</b> VTR+ Techno Pack BlueHdi 150	- 4 24150 7728 6-M 30 tba tba 106 1997 148/tba - tba - tba tba
	<b>D</b> Exclusive Techno Pack BlueHdi 150	- 4 25750 8240 6-M 31 tba tba 106 1997 148/tba - tba - tba tba
	<b>D</b> Exclusive Techno Pack BlueHdi 180 Auto	- 4 28165 9013 6-A 33 tba tba 114 1997 178/tba - tba - tba tba
	<b>D</b> Tourer VTR+ Techno Pack BlueHdi 150	- 5 25260 8588 6-M 30 tba tba 110 1997 148/tba - tba - tba tba
	<b>D</b> Tourer Exclusive Techno Pack BlueHdi 150	- 5 26860 9132 6-M 31 tba tba 110 1997 148/tba - tba - tba tba
	<b>D</b> Tourer Exclusive Techno Pack BlueHdi 180 Auto	- 5 29275 9954 6-A 33 tba tba 114 1997 178/tba - tba - tba tba

Rating ★★★★★

## DACIA

UK dealers: 151 Warranty: 3 years/60,000miles Servicing: 12,000miles

### Sandero

Does cheap spell nasty? In short, no. It's pretty good, but a shame that the 99g/km diesel isn't available in base spec.	Rating ★★★★★
<b>D</b> Ambiance dCi 90	- 5 8595 3954 5-M 8 107 11.8 80.7 90 1461 89/4000 - 162/1750 - 1033 1100
<b>D</b> Laureate dCi 90	310 5 4795 4506 5-M 10 107 11.8 80.7 90 1461 89/4000 - 162/1750 - 1033 1100
<b>D</b> Midnight dCi 90	- 5 10345 4759 5-M 12 107 12.1 74.3 99 1461 89/3750 - 162/1750 - 1033 1100
<b>D</b> Laureate Prime dCi 90	- 5 10295 4736 5-M 12 107 11.8 80.7 90 1461 89/4000 - 162/1750 - 1033 1100
<b>D</b> Stepway Ambiance dCi 90	- 5 9395 4322 5-M 10 104 11.8 74.3 98 1461 89/4000 - 162/1750 - 1083 1100
<b>D</b> Stepway Laureate dCi 90	- 5 10995 5058 5-M 11 104 11.8 74.3 98 1461 89/4000 - 162/1750 - 1083 1100

### Logan

Britain's most affordable estate is exceptionally spacious and a decent drive. No frills space has never been so cheap.	Rating ★★★★★
<b>D</b> MCV Ambiance dCi 90	- 5 9595 4414 5-M 11 107 11.8 80.7 90 1461 89/4000 - 162/1750 - 1090 1150
<b>D</b> MCV Laureate dCi 90	319 5 10795 4966 5-M 12 107 11.8 80.7 90 1461 89/4000 - 162/1750 - 1090 1150
<b>D</b> MCV Laureate Prime dCi 90	- 5 11295 5196 5-M 11 107 11.8 80.7 90 1461 89/4000 - 162/1750 - 1090 1150

### Duster

Save thousands compared to a Qashqai, and get a capable car that's stupendously good value for money.	Rating ★★★★★
<b>D</b> Ambiance dCi 110 4x2	- 5 11995 6477 6-M 10 105 11.8 64.2 115 1461 107/4000 - 192/1750 - 1245 1500
<b>D</b> Ambiance dCi 110 4x4	- 5 13995 7277 6-M 10 104 12.4 60.1 123 1461 107/4000 - 192/1750 - 1325 1500
<b>D</b> Laureate dCi 110 4x2	- 5 13495 7287 6-M 11 105 11.8 64.2 115 1461 107/4000 - 192/1750 - 1245 1500
<b>D</b> Laureate dCi 110 4x4	- 5 15495 8057 6-M 10 104 12.4 60.1 123 1461 107/4000 - 192/1750 - 1325 1500
<b>D</b> Laureate Prime dCi 110 4x2	- 5 13995 7557 6-M 12 105 11.8 64.2 115 1461 107/4000 - 192/1750 - 1245 1500
<b>D</b> Laureate Prime dCi 110 4x4	- 5 15995 8317 6-M 11 104 12.4 60.1 123 1461 107/4000 - 192/1750 - 1325 1500

## DS AUTOMOBILES

UK dealers: 193 Warranty: 3 years/60,000miles Servicing: Variable schedule

### DS 3

Modest changes reaffirm the DS3 as 'the' classy supermini. Entertaining to drive, practical and good value, too.	Rating ★★★★★
<b>D</b> DStyle BlueHdi 100	- 3 16595 7634 5-M 22 117 10.8 83.1 87 1560 98/3750 - 187/1750 - 1085 1150
<b>D</b> DStyle BlueHdi 120	- 3 17195 7910 6-M 24 118 9.3 78.5 94 1560 118/3500 - 210/1750 - 1150 1150
<b>D</b> DStyle Nav BlueHdi 100	- 3 17595 8094 5-M 22 117 10.8 83.1 87 1560 98/3750 - 187/1750 - 1085 1150
<b>D</b> 195S Limited Edition BlueHdi 100	- 3 19695 9060 5-M 24 117 10.8 83.1 87 1560 98/3750 - 187/1750 - 1085 1150
<b>D</b> DSport BlueHdi 120	329 3 19295 8876 6-M 24 118 9.3 78.5 94 1560 118/3500 - 210/1750 - 1150 1150
<b>D</b> Ultra Prestige BlueHdi 120	- 3 20995 9658 6-M 24 118 9.3 78.5 94 1560 118/3500 - 210/1750 - 1150 1150
<b>D</b> Cabrio DStyle BlueHdi 100	- 3 18595 8554 5-M 23 tba tba tba 92 1560 98/tba - tba - tba tba
<b>D</b> Cabrio DStyle Nav BlueHdi 100	- 3 19595 9014 5-M 23 tba tba tba 92 1560 98/tba - tba - tba tba
<b>D</b> Cabrio 195S Limited Edition BlueHdi 100	- 2 21895 10072 5-M 26 tba tba tba 92 1560 98/tba - tba - tba tba
<b>D</b> DSport BlueHdi 120	- 2 21295 9796 6-M 26 118 9.3 78.5 94 1560 118/3500 - 210/1750 - 1275 1150

### DS 4

Think C4 dressed up for a wild night out. Despite the funky outfit, it's also relatively practical.	Rating ★★★★★
<b>D</b> DSign BlueHdi 120	- 5 19995 9152 6-M 21 117 11.2 tba 100 1560 118/3500 - 221/1750 - 1465 1550
<b>D</b> DStyle Nav BlueHdi 120	- 5 22495 10348 6-M 21 117 11.2 72.4 103 1560 118/3500 - 221/1750 - 1465 1550
<b>D</b> DStyle Nav BlueHdi 120 Auto	- 5 23695 10900 6-A 21 tba tba tba 108 1560 118/3500 - 221/1750 - tba tba
<b>D</b> DStyle Nav BlueHdi 150	- 5 23445 9847 6-M 25 128 8.8 57.6 103 1997 148/4000 - 273/2000 - 1540 1550
<b>D</b> DStyle Nav BlueHdi 180 Auto	- 5 25710 10798 6-A 27 134 8.6 64.2 115 1997 178/3750 - 295/2000 - 1540 1550
<b>D</b> 195S Limited Edition BlueHdi 120	- 5 24595 11314 6-M 22 117 11.2 72.4 103 1560 118/3500 - 221/1750 - 1465 1550
<b>D</b> DSport BlueHdi 150	342 5 24330 10219 6-M 25 128 8.8 57.6 103 1997 148/4000 - 273/2000 - 1540 1550
<b>D</b> DSport BlueHdi 180 Auto	- 5 26590 11168 6-A 28 134 8.6 64.2 115 1997 178/3750 - 295/2000 - 1575 1550

### New DS 5

First of a new generation of DS models, sans chevrons. A heavy dose of French glamour and upmarket glitz.	Rating ★★★★★
<b>D</b> Elegance BlueHdi 120	- 5 25980 11951 6-M 25 119 12.7 70.6 104 1560 118/3500 - 221/1750 - 1605 1400
<b>D</b> Elegance BlueHdi 150	- 5 27140 12484 6-M 29 127 10.6 68.9 105 1997 148/4000 - 273/2000 - 1700 1500
<b>D</b> Elegance BlueHdi 180 Auto	- 5 29620 13625 6-A 33 137 9.9 64.2 114 1997 178/3750 - 295/2000 - 1725 1500
<b>D</b> Elegance Hybrid4x4 200 Auto	- 5 32470 14936 6-A 28 131 9.3 72.4 103 1997 161/3850 36 221/1750 148 1856 800
<b>D</b> 195S Limited Edition BlueHdi 150	- 5 29600 13616 6-M 30 127 10.6 68.9 105 1997 148/4000 - 273/2000 - 1700 1500
<b>D</b> Prestige BlueHdi 150	- 5 29560 13598 6-M 30 127 10.6 68.9 105 1997 148/4000 - 273/2000 - 1700 1500
<b>D</b> Prestige BlueHdi 180 Auto	- 5 32040 14738 6-A 33 137 9.9 64.2 114 1997 178/3750 - 295/2000 - 1725 1500
<b>D</b> Prestige Hybrid4x4 200 Auto	- 5 34890 16049 6-A 29 131 9.3 72.4 103 1997 161/3850 36 221/1750 148 1856 800

## FIAT

UK dealers: 160 Warranty: 3 years/Unlimited mileage Servicing: 21,000miles (500 18,000miles)

### New 500

Cutesy styling mildly updated for 2015, but it's still well priced, fun and frugal and appealing to a wide range of buyers.	Rating ★★★★★
<b>P</b> Pop Star 0.9 TwinAir	- 3 13065 5226 5-M 11 107 11.0 74.3 90 875 84/5500 - 107/1900 - 930 800
<b>P</b> Pop Star 0.9 TwinAir Dualogic	- 3 13815 5528 5-M 11 107 11.0 74.3 88 875 84/5500 - 107/1900 - 930 800
<b>P</b> Lounge 0.9 TwinAir	- 3 13940 5576 5-M 11 107 11.0 74.3 90 875 84/5500 - 107/1900 - 930 800
<b>P</b> Lounge 0.9 TwinAir Dualogic	- 3 14060 5876 5-M 11 107 11.0 74.3 88 875 84/5500 - 107/1900 - 930 800
<b>P</b> Lounge 0.9 TwinAir	- 3 14420 5768 6-M 14 117 10.0 67.3 99 875 103/5500 - 107/2000 - 940 800
<b>P</b> C Pop Star 0.9 TwinAir	- 3 15715 6915 5-M 14 107 11.0 74.3 90 875 84/5500 - 107/1900 - 970 800
<b>P</b> C Pop Star 0.9 TwinAir Dualogic	- 3 16465 7245 5-A 14 107 11.0 74.3 88 875 84/5500 - 107/1900 - 970 800
<b>P</b> C Lounge 0.9 TwinAir	- 3 16590 7300 5-M 15 107 11.0 74.3 90 875 84/5500 - 107/1900 - 970 800
<b>P</b> C Lounge 0.9 TwinAir Dualogic	- 3 17340 7630 5-A 15 107 11.0 74.3 88 875 84/5500 - 107/1900 - 970 800
<b>P</b> C Lounge 0.9 TwinAir	- 3 17070 7511 6-M 15 117 10.0 67.3 99 875 103/5500 - 107/2000 - 980 800

Rating ★★★★★

Fiat's answer to the booming baby crossover market, sharing its underpinnings with the Jeep Renegade.	Rating ★★★★★
<b>D</b> Pop Star 1.6 MultiJet	- 5 19095 8402 6-M 13 116 10.5 68.9 109 1598 118/3750 - 236/1750 - 1320 1200
<b>D</b> Lounge 1.6 MultiJet	- 5 20845 9172 6-M 14 116 10.5 68.9 109 1598 118/3750 - 236/1750 - 1320 1200
<b>D</b> Lounge 1.6 MultiJet	- 5 20095 8842 6-M 14 116 10.5 68.9 109 1598 118/3750 - 236/1750 - 1320 1200
<b>D</b> Lounge 1.6 MultiJet	- 5 22095 9722 6-M 15 118 9.5 57.6 130 1956 138/tba - 258/tba - tba tba
<b>D</b> Lounge 2.0 MultiJet AWD Auto	- 5 24095 10602 9-A 15 118 9.8 51.4 144 1956 138/4000 - 258/1750 - 1495 1200
<b>D</b> Lounge 2.0 MultiJet	- 5 21845 9612 6-M 14 116 10.5 68.9 109 1598 118/3750 - 236/1750 - 1320 1200
<b>D</b> Lounge 2.0 MultiJet	- 5 23845 10492 6-M 15 118 9.5 57.6 130 1956 138/tba - 258/tba - tba tba
<b>D</b> Lounge 2.0 MultiJet AWD Auto	- 5 25845 11372 9-A 15 118 9.8 51.4 144 1956 138/4000 - 258/1750 - 1495 1200

### 500L

Love your 500 but accidentally had a family? Fiat stretches the Punto to make this rather roomy option available.																		
D	Pop Star 1.3 MultiJet	-	5	17590	7740	5-M	11	106	13.9	68.9	107	1248	94/tba	-	tba	-	tba	tba
D	Pop Star 1.3 MultiJet Dualogic	-	5	18490	8136	5-M	11	105	14.8	72.4	104	1248	94/tba	-	tba	-	tba	tba
D	Pop Star 1.6 MultiJet	-	5	18590	8180	6-M	18	107	10.7	67.3	112	1598	118/3750	-	236/1750	-	1370	1100
D	Lounge 1.3 MultiJet	-	5	18990	8356	5-M	11	106	13.9	68.9	107	1248	94/tba	-	tba	-	tba	tba
D	Lounge 1.3 MultiJet Dualogic	-	5	19980	8752	5-M	11	105	14.8	72.4	104	1248	94/tba	-	tba	-	tba	tba
D	Lounge 1.6 MultiJet	-	5	19990	8796	6-M	18	107	10.7	67.3	112	1598	118/3750	-	236/1750	-	1370	1100
D	Trekking 1.3 MultiJet	-	5	19690	8664	5-M	9	103	14.3	67.3	109	1248	94/tba	-	tba	-	tba	tba
D	Trekking 1.3 MultiJet Dualogic	-	5	20590	9060	5-A	9	101	15.5	70.6	106	1248	94/tba	-	tba	-	tba	tba
D	Trekking 1.6 MultiJet	-	5	20690	9104	6-M	15	114	11.5	65.7	114	1598	118/3750	-	236/1750	-	1375	1100
D	Beats Edition 1.6 MultiJet	340	5	21290	9764	6-M	16	114	11.5	65.7	114	1598	118/4000	-	236/1750	-	1375	1100
D	MPW Pop Star 1.3 MultiJet	-	5	19830	8329	5-M	11	106	14.4	68.9	107	1248	94/tba	-	tba	-	tba	tba
D	MPW Pop Star 1.3 MultiJet Dualogic	-	5	19830	8725	5-A	11	105	15.7	72.4	104	1248	94/tba	-	tba	-	tba	tba
D	MPW Pop Star 1.6 MultiJet	-	5	19930	8769	6-M	17	107	10.9	67.3	112	1598	118/3750	-	236/1750	-	1400	1100
D	MPW Lounge 1.3 MultiJet	-	5	20430	8989	5-M	11	106	14.4	68.9	107	1248	94/tba	-	tba	-	tba	tba
D	MPW Lounge 1.3 MultiJet Dualogic	-	5	21230	9385	5-M	11	105	15.7	72.4	104	1248	94/tba	-	tba	-	tba	tba
D	MPW Lounge 1.6 MultiJet	-	5	21430	9429	6-M	17	107	10.9	67.3	112	1598	118/3750	-	236/1750	-	1400	1100



POWER														
LONG TERM TEST														
POWER														
POWER														
POWER														

### New Focus

<b>D</b> ST-3.2.0 TDCi	-	5	26295	11044	6-M	26	135	8.1	67.3	110	1997	182/3500	-	295/2000	-	1464	0
<b>E</b> Electric	-	5	26145	10981	1-A	20	84	11.4	(101)	0	-	-	-	143	-	184	tba
<b>D</b> Estate Style 1.5 TDCi	-	5	19395	8944	6-M	11	112	12.2	74.3	98	1499	94/3600	-	184/1750	-	1362	1200
<b>D</b> Estate Style 1.5 TDCi	-	5	19895	8356	6-M	15	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200
<b>D</b> Estate Style 1.5 TDCi Auto	-	5	21145	8881	6-A	15	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	1388	1200
<b>D</b> Estate Style ECONetic 1.5 TDCi	-	5	20245	8503	6-M	14	116	12.1	83.1	88	1499	104/3600	-	199/1750	-	1374	400
<b>D</b> Estate Zetec 1.5 TDCi	-	5	20395	8566	6-M	tba	112	12.2	74.3	98	1499	94/3600	-	184/1750	-	1362	1200
<b>D</b> Estate Zetec 1.5 TDCi	-	5	20895	8776	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200
<b>D</b> Estate Zetec 1.5 TDCi Auto	-	5	22145	9301	6-A	16	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	1388	1200
<b>D</b> Estate Zetec S 1.5 TDCi	-	5	22145	9301	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200
<b>D</b> Estate Zetec S 1.5 TDCi Auto	-	5	23395	9826	6-M	16	120	11.0	67.3	109	1499	118/3600	-	199/1750	-	1388	1200
<b>D</b> Estate Titanium 1.5 TDCi	-	5	23295	9406	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200
<b>D</b> Estate Titanium 1.5 TDCi Auto	-	5	23645	9931	6-A	16	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	1388	1200
<b>D</b> Estate Titanium 2.0 TDCi	-	5	23735	9969	6-M	22	130	9.0	70.6	105	1997	148/3750	-	273/2000	-	1460	1800
<b>D</b> Estate Titanium 2.0 TDCi Auto	-	5	24895	10494	6-M	22	129	8.9	64.2	115	1997	148/3750	-	273/2000	-	1471	1800
<b>D</b> Estate Titanium X 2.0 TDCi	-	5	24395	10246	6-M	16	120	10.7	74.3	98	1499	118/3600	-	199/1750	-	1368	1200
<b>D</b> Estate Titanium X 1.5 TDCi Auto	-	5	25645	10771	6-M	16	119	11.0	67.3	109	1499	118/3600	-	199/1750	-	1388	1200
<b>D</b> Estate Titanium X 2.0 TDCi	-	5	25735	10809	6-M	22	130	9.0	70.6	105	1997	148/3750	-	273/2000	-	1460	1800
<b>D</b> Estate Titanium X 2.0 TDCi Auto	-	5	26895	11334	6-M	22	129	8.9	64.2	115	1997	148/3750	-	273/2000	-	1471	1800
<b>D</b> Estate ST-1.2.0 TDCi	-	5	23595	9210	6-M	24	125	8.3	67.3	110	1997	182/3500	-	295/2000	-	1488	0
<b>D</b> Estate ST-2.0 TDCi	-	5	25345	10645	6-M	24	125	8.3	67.3	110	1997	182/3500	-	295/2000	-	1488	0
<b>D</b> Estate ST-3.2.0 TDCi	-	5	27395	11056	6-M	26	135	8.3	67.3	110	1997	182/3500	-	295/2000	-	1488	0

### New C-MAX

C-MAX re-profiled with Ford's latest corporate look, as well as extra kit and more economical engines.

<b>D</b> Zetec 1.5 TDCi	-	5	20045	8419	6-M	17	114	11.3	68.9	105	1499	118/3600	-	199/1750	-	1403	1200	
<b>D</b> Zetec 1.5 TDCi Auto	-	5	21295	8944	6-M	17	114	12.4	64.2	115	1499	118/3600	-	199/1750	-	1472	1200	
<b>D</b> Titanium 1.5 TDCi	-	5	21545	9049	6-M	17	114	11.3	68.9	105	1499	118/3600	-	199/1750	-	1403	1200	
<b>D</b> Titanium 1.5 TDCi Auto	-	5	22795	9574	6-M	17	114	12.4	64.2	115	1499	118/3600	-	199/1750	-	1472	1200	
<b>D</b> Titanium 2.0 TDCi	-	5	22895	10074	6-M	25	127	9.5	64.2	114	1997	148/3500	-	273/2000	-	1491	1500	
<b>D</b> Titanium 2.0 TDCi Auto	-	5	24145	10624	6-M	25	126	10.3	58.9	124	1997	148/3500	-	273/2000	-	1519	1500	
<b>D</b> Titanium X 1.5 TDCi	-	5	23545	9889	6-M	19	114	11.3	68.9	105	1499	118/3600	-	199/1750	-	1403	1200	
<b>D</b> Titanium X 1.5 TDCi Auto	-	5	24795	10414	6-M	19	114	12.4	64.2	115	1499	118/3600	-	199/1750	-	1472	1200	
<b>D</b> Titanium X 2.0 TDCi	-	5	24895	10954	6-M	27	127	9.5	64.2	114	1997	148/3500	-	273/2000	-	1491	1500	
<b>D</b> Titanium X 2.0 TDCi Auto	-	342	5	26145	11504	6-M	27	126	10.3	58.9	124	1997	148/3500	-	273/2000	-	1519	1500
<b>D</b> Grand Zetec 1.5 TDCi	-	5	21645	9957	6-M	17	112	12.3	64.2	113	1499	118/3600	-	199/1750	-	1501	1200	
<b>D</b> Grand Zetec 1.5 TDCi Auto	-	5	22895	10532	6-M	17	111	13.4	58.9	124	1499	118/3600	-	199/1750	-	1532	1200	
<b>D</b> Grand Titanium 1.5 TDCi	-	5	23145	10467	6-M	17	112	12.3	64.2	113	1499	118/3600	-	199/1750	-	1501	1200	
<b>D</b> Grand Titanium 1.5 TDCi Auto	-	5	24395	11222	6-M	17	111	13.4	58.9	124	1499	118/3600	-	199/1750	-	1532	1200	
<b>D</b> Grand Titanium 2.0 TDCi	-	5	24495	10778	6-M	24	126	9.8	61.4	119	1997	148/3500	-	273/2000	-	1577	1800	
<b>D</b> Grand Titanium 2.0 TDCi Auto	-	5	25615	11271	6-A	24	124	10.7	56.5	129	1997	148/3500	-	273/2000	-	1605	1800	
<b>D</b> Grand Titanium X 1.5 TDCi	-	5	25145	11567	6-M	19	112	12.3	64.2	113	1499	118/3600	-	199/1750	-	1501	1200	
<b>D</b> Grand Titanium X 1.5 TDCi Auto	-	5	26395	12142	6-M	19	111	13.4	58.9	124	1499	118/3600	-	199/1750	-	1532	1200	
<b>D</b> Grand Titanium X 2.0 TDCi	-	5	26495	11658	6-M	26	126	9.8	61.4	119	1997	148/3500	-	273/2000	-	1577	1800	
<b>D</b> Grand Titanium X 2.0 TDCi Auto	-	5	27615	12151	6-A	26	124	10.7	56.5	129	1997	148/3500	-	273/2000	-	1605	1800	

### Kuga

The enthusiasts choice, with a great driving experience. It's bigger, better and more economical than before, too.

<b>D</b>	Zetec 2.0 TDCi 2WD	-	5	22695	12255	6-M	22	121	10.1	60.1	122	1997	148/3500	-	273/2000	-	1614	1900
<b>D</b>	Zetec 2.0 TDCi AWD	-	5	24195	13065	6-M	22	119	9.9	54.3	135	1997	148/3500	-	273/2000	-	1702	2100
<b>D</b>	Zetec 2.0 TDCi AWD Auto	-	5	25680	13867	6-M	22	118	10.9	52.3	140	1997	148/3500	-	273/2000	-	1716	2100
<b>D</b>	Titanium 2.0 TDCi 2WD	-	5	24395	12811	6-M	23	121	10.1	60.1	122	1997	148/3500	-	273/2000	-	1614	1900
<b>D</b>	Titanium 2.0 TDCi AWD	-	5	26595	14361	6-M	25	126	9.2	54.3	135	1997	177/3500	-	295/2000	-	1702	2100
<b>D</b>	Titanium 2.0 TDCi AWD Auto	-	5	28080	15159	6-A	25	124	10.0	52.3	140	1997	177/3500	-	295/2000	-	1716	2100
<b>D</b>	Titanium Sport 2.0 TDCi 2WD	-	5	26245	14172	6-M	23	121	10.1	60.1	122	1997	148/3500	-	273/2000	-	1614	1900
<b>D</b>	Titanium Sport 2.0 TDCi AWD	-	5	28245	15252	6-M	25	126	9.2	54.3	135	1997	177/3500	-	295/2000	-	1702	2100
<b>D</b>	Titanium Sport 2.0 TDCi AWD Auto	-	5	29730	16054	6-A	25	124	10.0	52.3	140	1997	177/3500	-	295/2000	-	1716	2100
<b>D</b>	Titanium X 2.0 TDCi 2WD	-	5	27495	14847	6-M	23	121	10.1	60.1	122	1997	148/3500	-	273/2000	-	1614	1900
<b>D</b>	Titanium X 2.0 TDCi AWD	-	5	29495	15927	6-M	26	126	9.2	54.3	135	1997	177/3500	-	295/2000	-	1702	2100
<b>D</b>	Titanium X 2.0 TDCi AWD Auto	-	5	30980	16729	6-A	26	124	10.0	52.3	140	1997	177/3500	-	295/2000	-	1716	2100
<b>D</b>	Titanium X Sport 2.0 TDCi 2WD	-	5	30345	16386	6-M	24	121	10.1	60.1	122	1997	148/3500	-	273/2000	-	1614	1900
<b>D</b>	Titanium X Sport 2.0 TDCi AWD	338	5	32345	17466	6-M	27	126	9.2	54.3	135	1997	177/3500	-	295/2000	-	1702	2100
<b>D</b>	Titanium X Sport 2.0 TDCi AWD Auto	-	5	33830	18268	6-A	27	124	10.0	52.3	140	1997	177/3500	-	295/2000	-	1716	2100



POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (H/MIN)	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSM	ELECTRIC MOTOR TORQUE LB FT/PSM	TOWING WEIGHT (KG)
	D 1.6 i-TEC SR 2WD	-	5 28495	15387	6-M	23	113	11.2	62.8	119	1597	118/4000	-	221/2000	-	1545 1700
	D 1.6 i-TEC SR 4WD	-	5 30625	16538	6-M	27	125	9.8	55.4	133	1597	158/4000	-	258/2000	-	1630 2000
	D 1.6 i-TEC SR 4WD Auto	-	5 32275	17429	9-A	27	122	10.2	53.3	139	1597	158/4000	-	258/2000	-	1658 1500
	D 1.6 i-TEC EX 4WD	-	5 32470	17534	6-M	27	125	9.9	55.4	133	1597	158/4000	-	258/2000	-	1630 2000
	D 1.6 i-TEC EX 4WD Auto	-	5 34120	18425	9-A	27	122	10.4	53.3	139	1597	158/4000	-	258/2000	-	1658 1500

## HYUNDAI

**UK dealers: 152 Warranty: 5 years/Unlimited mileage Servicing: 20,000miles (i20, ix20 10,000miles)**

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (H/MIN)	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSM	ELECTRIC MOTOR TORQUE LB FT/PSM	TOWING WEIGHT (KG)
	I20															
	D SE 1.0 Blue Drive	-	5 10225	3886	5-M	1	96	15.1	65.7	98	998	66/5500	-	69/3500	-	933 0
	New i20															
	D Bigger, better equipped and more grown up than before, and holds its own compared to rivals. Great value, too.															
	D SE Blue 1.1 CRDi	-	5 12745	5608	6-M	5	99	16.0	88.3	84	1120	74/4000	-	133/1750	-	1258 800
	D SE 1.1 CRDi	-	5 14525	6391	6-M	5	99	16.0	70.6	103	1120	74/4000	-	133/1750	-	1258 800
	D SE 1.4 CRDi	335	5 15025	6611	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280 1110
	D Premium 1.4 CRDi	-	5 16025	7051	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280 1110
	D Premium Nav 1.4 CRDi	-	5 16700	7348	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280 1110
	D Premium SE 1.4 CRDi	-	5 17025	7491	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280 1110
	D Premium SE Nav 1.4 CRDi	-	5 17700	7788	6-M	11	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280 1110
	D Coupé SE 1.4 CRDi	-	3 15025	6311	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280 1110
	D Coupé Sport 1.4 CRDi	-	3 16025	6731	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280 1110
	D Coupé Sport Nav 1.4 CRDi	-	3 16700	7014	6-M	10	109	12.1	68.9	106	1396	89/4000	-	177/1500	-	1280 1110

### New ix20

Punchy 1.6-litre CRDi engine is mixed with lots of space and decent road manners. It's decently kitted out, too.																
D SE 1.6 CRDi Blue Drive	-	5 15745	7243	6-M	13	114	11.4	64.2	115	1582	114/4000	-	192/1500	-	1380 1300	
D Premium 1.6 CRDi Blue Drive	-	5 16695	7680	6-M	13	114	11.4	64.2	115	1582	114/4000	-	192/1500	-	1380 1300	

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (H/MIN)	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PSM	ELECTRIC MOTOR TORQUE LB FT/PSM	TOWING WEIGHT (KG)
	i30															
	D Recent revisions involve sharper looks, better value for money and greater efficiency. It's the best i30 yet.															
	D SE 1.6 CRDi Blue Drive	-	5 17195	7222	6-M	11	117	10.6	78.4	94	1582	109/4000	-	207/1500	-	1429 1500
	D SE 1.6 CRDi Blue Drive	-	5 18495	7768	6-M	12	117	10.6	78.4	94	1582	109/4000	-	207/1500	-	1429 1500
	D SE 1.6 CRDi Blue Drive Auto	-	5 19795	8314	7-A	12	115	11.8	67.3	109	1582	109/4000	-	221/1750	-	1456 1500
	D SE Nav 1.6 CRDi Blue Drive	-	5 19495	8188	6-M	12	117	10.6	78.4	94	1582	109/4000	-	207/1500	-	1429 1500
	D SE Nav 1.6 CRDi Blue Drive Auto	-	5 20795	8734	7-A	12	115	11.8	67.3	109	1582	109/4000	-	221/1750	-	1456 1500
	D Premium 1.6 CRDi	-	5 22295	9364	6-M	13	122	10.2	72.3	102	1582	134/4000	-	207/1500	-	1429 1500
	D Premium 1.6 CRDi Auto	-	5 23595	9910	7-A	13	124	10.6	67.3	109	1582	134/4000	-	221/1750	-	1456 1500
	D Tourer S 1.6 CRDi Blue Drive	-	5 18295	8050	6-M	11	117	11.5	72.4	102	1582	109/4000	-	207/1500	-	1469 1500
	D Tourer SE 1.6 CRDi Blue Drive	-	5 19595	8622	6-M	12	117	11.5	72.4	102	1582	109/4000	-	207/1500	-	1469 1500
	D Tourer SE Nav 1.6 CRDi Blue Drive Auto	-	5 20895	9194	7-A	12	115	12.2	67.3	109	1582	109/4000	-	221/1750	-	1496 1500
	D Tourer SE Nav 1.6 CRDi Blue Drive	-	5 20595	9062	6-M	12	117	11.5	72.4	102	1582	109/4000	-	207/1500	-	1469 1500
	D Tourer SE Nav 1.6 CRDi Blue Drive Auto	-	5 21895	9634	7-A	12	115	12.2	67.3	109	1582	109/4000	-	221/1750	-	1496 1500
	D Tourer Premium 1.6 CRDi Blue Drive	-	5 23395	10293	6-M	13	122	10.2	72.3	102	1582	134/4000	-	207/1500	-	1469 1500
	D Tourer Premium 1.6 CRDi Blue Drive Auto	-	5 24695	10865	7-A	13	124	10.6	67.3	109	1582	134/4000	-	221/1750	-	1496 1500

### New i40

One of the best buys in the large car class. It's voluminous, is keenly priced and has that fab warranty.																
D SE 1.7 CRDi Blue Drive	-	4 19600	8232	6-M	13	119	12.4	67.3	110	1685	114/4000	-	207/1250	-	1601 1500	
D SE 1.7 CRDi Blue Drive	-	4 20400	8568	6-M	18	126	10.3	65.7	114	1685	139/4000	-	251/1700	-	1610 1800	
D SE Nav 1.7 CRDi Blue Drive	-	4 21600	9072	6-M	13	119	12.4	67.3	110	1685	114/4000	-	207/1250	-	1601 1500	
D SE Nav 1.7 CRDi Blue Drive	-	4 22400	9408	6-M	19	126	10.3	65.7	114	1685	139/4000	-	251/1700	-	1610 1800	
D SE Nav 1.7 CRDi Blue Drive Auto	-	4 24300	10206	7-A	19	126	10.8	56.5	129	1685	139/4000	-	251/1700	-	1620 1500	
D SE Nav Business 1.7 CRDi Blue Drive	-	4 23100	9702	6-M	14	119	12.4	67.3	110	1685	114/4000	-	207/1250	-	1601 1500	
D SE Nav Business 1.7 CRDi Blue Drive	-	4 23900	10038	6-M	19	126	10.3	65.7	114	1685	139/4000	-	251/1700	-	1610 1800	
D SE Nav Business 1.7 CRDi Blue Drive Auto	-	4 25800	10836	7-A	19	126	10.8	56.5	129	1685	139/4000	-	251/1700	-	1620 1500	
D Premium 1.7 CRDi Blue Drive	-	4 25600	10752	6-M	20	126	10.3	60.1	123	1685	139/4000	-	251/1700	-	1610 1800	
D Premium 1.7 CRDi Blue Drive Auto	-	4 27500	11550	7-A	20	126	10.8	56.5	129	1685	139/4000	-	251/1700	-	1620 1500	
D Tourer S 1.7 CRDi Blue Drive	-	5 20850	9174	6-M	13	118	12.6	67.3	110	1685	114/4000	-	207/1250	-	1638 1500	
D Tourer S 1.7 CRDi Blue Drive	-	5 21650	9526	6-M	18	124	10.5	65.7	114	1685	139/4000	-	251/1700	-	1648 1800	
D Tourer SE Nav 1.7 CRDi Blue Drive	-	5 22850	10054	6-M	13	118	12.6	67.3	110	1685	114/4000	-	207/1250	-	1638 1500	
D Tourer SE Nav 1.7 CRDi Blue Drive	-	5 23650	10406	6-M	19	124	10.5	65.7	114	1685	139/4000	-	251/1700	-	1648 1800	
D Tourer SE Nav 1.7 CRDi Blue Drive Auto	-	5 25550	11242	7-A	19	124	11.0	56.5	129	1685	139/4000	-	251/1700	-	1659 1500	
D Tourer SE Nav Business 1.7 CRDi Blue Drive	-	5 24350	10714	6-M	14	118	12.6	67.3	110	1685	114/4000	-	207/1250	-	1638 1500	
D Tourer SE Nav Business 1.7 CRDi Blue Drive	-	5 25150	11066	6-M	19	124	10.5	65.7	114	1685	139/4000	-	251/1700	-	1648 1800	
D Tourer SE Nav Business 1.7 CRDi Blue Drive Auto	-	5 27050	11902	7-A	19	124	11.0	56.5	129	1685	139/4000	-	251/1700	-	1659 1500	
D Tourer Premium 1.7 CRDi Blue Drive	-	5 26950	11858	6-M	20	124	10.5	60.1	123	1685	139/4000	-	251/1700	-	1648 1800	
D Tourer Premium 1.7 CRDi Blue Drive Auto	-	5 28850	12694	7-A	20	124	11.0	56.5	129	1685	139/4000	-	251/1700	-	1659 1500	

### Tucson

A leap forward compared to its predecessor, with higher quality materials and more room inside. It's pricier, too.																	
D	SE 1.7 CRDi Blue Drive	-	5	20195	10097	6-M	15	109	13.7	61.4	119	1685	114/4000	-	207/1250	-	1580 1400
D	SE 1.7 CRDi Blue Drive	-	5	21995	10997	6-M	16	109	13.7	61.4	119	1685	114/4000	-	207/1250	-	1580 1400
D	SE Nav 1.7 CRDi Blue Drive	-	5	22795	11397	6-M	16	109	13.7	61.4	119	1685	114/4000	-	207/1250	-	1580 1400
D	SE Nav 2.0 CRDi Blue Drive	-	5	24195	12097	6-M	22	116	10.6	58.9	127	1995	134/2750	-	275/1800	-	1695 2200
D	SE Nav 2.0 CRDi 4WD	-	5	25825	12912	6-M	22	114	10.9	54.3	139	1995	134/2750	-	275/1800	-	1751 2200
D	SE Nav 2.0 CRDi 4WD Auto	-	5	27175	13587	6-A	22	114	12.0	46.3	160	1995	134/2750	-	275/1800	-	1779 1900
D	SE Nav 2.0 CRDi 4WD	-	5	26695	13347	6-M	25	125	9.9	47.9	154	1995	182/4000	-	295/1750	-	1751 2200
D	SE Nav 2.0 CRDi 4WD Auto	-	5	28045	14022	6-M	25	125	9.5	43.5	170	1995	182/4000	-	295/1750	-	1779 1900
D	Premium 1.7 CRDi Blue Drive	-	5	25045	12522	6-M	18	109	13.7	61.4	119	1685	114/4000	-	207/1250	-	1580 1400
D	Premium 2.0 CRDi Blue Drive	-	5	26445	13222	6-M	23	116	10.6	58.9	127	1995	134/2750	-	275/1800	-	1695 2200
D	Premium 2.0 CRDi 4WD	-	5	28075	14037	6-M	23	114	10.9	54.3	139	1995	134/2750	-	275/1800	-	1751 2200
D	Premium 2.0 CRDi 4WD Auto	-	5	29525	14762	6-A	23	114	12.0	46.3	160	1995	134/2750	-	275/1800	-	1779 1900
D	Premium 2.0 CRDi 4WD	-	5	28945	14472	6-M	26	125	9.9	47.9	154	1995	182/4000	-	295/1750	-	1751 2200
D	Premium 2.0 CRDi 4WD Auto	-	5	30395	15197	6-A	26	125	9.5	43.5	170	1995	182/4000	-	295/1750	-	1779 1900
D	Premium SE 2.0 CRDi Blue Drive	-	5	28345	14172	6-M	23	116	10.6	58.9	127	1995	134/2750	-	275/1800	-	1695 2200
D	Premium SE 2.0 CRDi 4WD	-	5	29975	14987	6-M	23	114	10.9	54.3	139	1995	134/2750	-	275/1800	-	1751 2200
D	Premium SE 2.0 CRDi 4WD Auto	-	5	31475	15737	6-A	23	114	12.0	46.3	160	1995	134/2750	-	275/1800	-	1779 1900
D	Premium SE 2.0 CRDi 4WD	-	5	30845	15422	6-M	27	125	9.9	47.9	154	1995	182/4000	-	295/1750	-	1751 2200
D	Premium SE 2.0 CRDi 4WD Auto	-	5	32345	16172	6-A	27	125	9.5	43.5	170	1995	182/4000	-	295/1750	-	1779 1900











POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KEBB WEIGHT (KG)	TOWING WEIGHT (KG)
	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KEBB WEIGHT (KG)	TOWING WEIGHT (KG)

## C-Class

Merc injects more luxury and driving passion to its compact executive. Coupé looks pretty stylish.

<b>D</b>	C 220 CDI Executive SE Coupé	-	2 31130	13697	6-M	34	144	8.4	68.9	109	2143	168/3000	-	295/1400	-	1615	1800
<b>D</b>	C 220 CDI Executive SE Coupé Auto	-	2 32630	14357	7-M	34	144	8.1	57.7	128	2143	168/3000	-	295/1400	-	1630	1800
<b>D</b>	C 220 CDI AMG Sport Edition Coupé	-	2 32460	14282	6-M	38	144	8.4	55.4	133	2143	168/3000	-	295/1400	-	1615	1800
<b>D</b>	C 220 CDI AMG Sport Edition Coupé Auto	-	2 33960	14942	7-M	38	144	8.1	53.3	139	2143	168/3000	-	295/1400	-	1630	1800
<b>D</b>	C 250 CDI AMG Sport Edition Coupé	-	2 33515	14747	6-M	41	149	7.0	52.3	143	2143	201/3800	-	369/1600	-	1655	1800
<b>D</b>	C 250 CDI AMG Sport Edition Coupé Auto	-	2 35000	15400	7-M	41	149	7.1	53.3	139	2143	201/3800	-	369/1600	-	1660	1800

## CLS-Class

Revised with extra body jewellery and great efficiency. The CLS kicked off the four-door coupé trend.

<b>D</b>	CLS 220 d AMG Line Auto	-	4 46500	19530	7-A	36	138	8.5	57.7	128	2143	174/3200	-	295/1400	-	1790	0
<b>D</b>	CLS 350 d AMG Line Auto	-	4 50695	20278	7-A	34	155	6.5	51.4	142	2987	255/3600	-	457/1600	-	1845	0
<b>D</b>	CLS 220 d AMG Line Shooting Brake Auto	-	5 40800	20194	7-A	36	143	8.8	56.5	132	2143	174/3200	-	295/1400	-	1845	2100
<b>D</b>	CLS 350 d AMG Line Shooting Brake Auto	-	5 52145	20858	9-A	44	152	6.6	49.8	149	2987	255/3600	-	457/1600	-	1935	2100

## E-Class

Keeps getting better. Still solid as ever, but now even more sensible for running costs. Estate huge.

<b>D</b>	E 220 BlueTEC SE Auto	-	4 34870	13948	7-A	33	141	8.4	64.2	114	2143	174/3200	-	295/1400	-	1735	2000
<b>D</b>	E 220 BlueTEC AMG Night Edition Auto	-	4 37565	15026	7-A	34	141	8.4	64.2	114	2143	174/3200	-	295/1400	-	1735	2000
<b>D</b>	E 350 BlueTEC AMG Night Edition Auto	-	4 42010	14844	9-A	42	155	6.4	54.3	136	2987	255/3400	-	457/1600	-	1885	2100
<b>D</b>	E 220 BlueTEC SE Estate Auto	-	5 36660	16130	7-A	36	136	8.8	60.1	124	2143	174/3200	-	295/1400	-	1760	2100
<b>D</b>	E 220 BlueTEC AMG Night Edition Estate Auto	-	5 39355	17316	7-A	37	136	8.8	60.1	130	2143	174/3200	-	295/1400	-	1760	2100
<b>D</b>	E 350 BlueTEC AMG Night Edition Estate Auto	-	5 43815	19279	9-A	42	155	6.6	51.4	143	2987	255/3400	-	457/1600	-	1955	2100
<b>D</b>	E 220 BlueTEC AMG Line Coupé Auto	-	2 39310	18669	7-A	35	145	8.3	58.9	126	2143	174/3200	-	295/1400	-	1735	1800
<b>D</b>	E 250 CDI AMG Line Coupé Auto	-	2 40930	19646	7-A	40	153	7.3	57.7	129	2143	201/3800	-	369/1600	-	1735	0
<b>D</b>	E 350 BlueTEC AMG Line Coupé Auto	-	2 42625	21531	9-A	44	155	6.2	53.3	140	2987	255/3400	-	457/1600	-	1785	0
<b>D</b>	E 220 BlueTEC AMG Line Cabriolet Auto	-	2 42810	20349	7-A	37	143	8.7	56.5	131	2143	174/3200	-	295/1400	-	1845	1800
<b>D</b>	E 250 CDI AMG Line Cabriolet Auto	-	2 44300	21264	9-A	42	151	7.7	57.7	128	2143	201/3800	-	369/1600	-	1845	0
<b>D</b>	E 350 BlueTEC AMG Line Cabriolet Auto	-	2 46010	23005	9-A	46	155	6.5	50.4	146	2987	255/3400	-	457/1600	-	1915	0

## GLA-Class

Compact crossover based on the A-Class. Decent to drive, beautifully finished, well kitted out, and keenly priced.

<b>D</b>	GLA 200 d Sport	-	5 27385	14240	6-M	20	127	9.5	67.3	110	2143	134/3200	-	221/1400	-	1505	1500
<b>D</b>	GLA 200 d Sport Auto	-	5 28355	14994	7-A	20	127	9.1	68.9	108	2143	134/3200	-	221/1400	-	1535	1500
<b>D</b>	GLA 200 d AMG Line	-	5 28385	14760	6-M	20	127	9.5	64.2	115	2143	134/3200	-	221/1400	-	1505	1500
<b>D</b>	GLA 200 d AMG Line Auto	327	5 29835	15514	7-A	20	127	9.1	64.2	115	2143	134/3200	-	221/1400	-	1535	1500
<b>D</b>	GLA 200 d 4MATIC Sport Auto	-	5 30335	15774	7-A	19	124	9.1	56.5	130	2143	134/3400	-	221/1400	-	1595	1800
<b>D</b>	GLA 200 d 4MATIC AMG Line Auto	-	5 31335	16294	7-A	20	124	9.1	56.5	130	2143	134/3400	-	221/1400	-	1595	1800
<b>D</b>	GLA 220 d 4MATIC Sport Auto	-	5 31765	16518	7-A	23	135	7.7	56.5	130	2143	174/3600	-	258/1400	-	1595	1800
<b>D</b>	GLA 220 d 4MATIC AMG Line Auto	-	5 32765	17038	7-A	23	135	7.7	56.5	130	2143	174/3600	-	258/1400	-	1595	1800

## GLC-Class

Goes straight to the top of the medium SUV class thanks to a beautifully finished cabin and excellent road manners.

<b>D</b>	GLC 220 d 4MATIC SE Auto	-	5 34950	18873	9-A	32	130	8.3	56.5	129	2143	168/3000	-	295/1400	-	1845	2500
<b>D</b>	GLC 220 d 4MATIC Sport Auto	-	5 37445	20228	9-A	34	130	8.3	56.5	129	2143	168/3000	-	295/1400	-	1845	2500
<b>D</b>	GLC 220 d 4MATIC AMG Line Auto	-	5 38940	21020	9-A	34	130	8.3	56.5	129	2143	168/3000	-	295/1400	-	1845	2500
<b>D</b>	GLC 250 d 4MATIC SE Auto	-	5 36105	19497	9-A	37	138	7.6	56.5	129	2143	201/3800	-	369/1600	-	1845	2500
<b>D</b>	GLC 250 d 4MATIC Sport Auto	-	5 38600	20844	9-A	39	138	7.6	56.5	129	2143	201/3800	-	369/1600	-	1845	2500
<b>D</b>	GLC 250 d 4MATIC AMG Line Auto	-	5 40095	21651	9-A	39	138	7.6	56.5	129	2143	201/3800	-	369/1600	-	1845	2500

## GLE-Class

Merc takes on the X5 and X6 with a pair of GLE models. More dynamic than before, they're superbly refined, too.

<b>D</b>	GLE 250 d 4MATIC Sport Auto	-	5 49280	27597	9-A	41	132	8.6	47.9	155	2143	201/3800	-	369/1600	-	2150	2900
<b>D</b>	GLE 250 d 4MATIC AMG Line Auto	-	5 51680	28941	9-A	42	132	8.6	47.1	156	2143	201/3800	-	369/1600	-	2150	2900
<b>D</b>	GLE 350 d 4MATIC AMG Line Auto	-	5 56280	31577	9-A	45	140	7.1	42.8	179	2987	255/3400	-	457/1600	-	2175	3500
<b>D</b>	GLE 350 d 4MATIC designo Line Auto	-	5 65575	36722	9-A	46	140	7.1	42.8	179	2987	255/3400	-	457/1600	-	2175	3500
<b>D</b>	GLE 500 e 4MATIC AMG Line Auto	-	5 64995	36397	7-A	49	152	5.3	76.4	84	2996	329/5250	114	354/1600	251	2465	2000
<b>D</b>	GLE 500 e 4MATIC designo Line Auto	-	5 74290	41602	7-A	49	152	5.3	76.4	84	2996	329/5250	114	354/1600	251	2465	2000
<b>D</b>	GLE 350 d 4MATIC AMG Line Coupé Auto	-	5 60680	33981	9-A	45	140	7.0	39.2	187	2987	255/3400	-	457/1600	-	2250	2900
<b>D</b>	GLE 350 d 4MATIC designo Line Coupé Auto	-	5 69975	39196	9-A	46	140	7.0	39.2	187	2987	255/3400	-	457/1600	-	2250	2900

## G-Class

Rewinds the clock to 1979. Classic 4x4 with a mild makeover, including a new cabin. Shouts money, and fab off-road.

<b>D</b>	G 350 d 4MATIC Auto	-	5 87795	49165	7-A	119	8.9	28.5	261	2987	241/3600	-	443/1600	-	2612	3500
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## GL-Class

You think you own the road? You'll need to with this seven-seater as it's so vast. Latest model plusher than ever.

<b>D</b>	GL 350 BlueTEC 4MATIC AMG Sport	317	5 61655	27128	7-A	49	137	7.9	36.2	205	2987	255/3600	-	457/1600	-	2455	3500
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## M-Class

Downsized engines bring extra frugality to the M-Class. It's great to drive too, and not badly priced.

<b>D</b>	ML 250 BlueTEC 4MATIC SE Executive Auto	-	5 48190	26023	7-A	40	130	9.0	45.6	163	2143	201/4200	-	369/1600	-	2150	2950
<b>D</b>	ML 250 BlueTEC 4MATIC AMG Line Auto	-	5 50850	27459	7-A	41	130	9.0	45.6	163	2143	201/4200	-	369/1600	-	2150	2950
<b>D</b>	ML 350 BlueTEC 4MATIC SE Executive Auto	-	5 51340	27724	7-A	44	139	7.4	39.2	189	2987	255/3600	-	457/1600	-	2175	3500
<b>D</b>	ML 350 BlueTEC 4MATIC AMG Line Auto	-	5 54000	29160	7-A	45	139	7.4	39.2	189	2987	255/3600	-	457/1600	-	2175	3500

## S-Class

The most technically advanced car in the world, and the barometer before the tech filters down to more mundane models.

<b>D</b>	S 300 h AMG Line L Auto	328	4 73375	24350	7-A	47	155	7.6	61.4	120	2143	201/3800	27	369/1600	184	2035	0
<b>D</b>	S 350 d AMG Line Auto	-	4 68990	27198	7-A	49	155	6.8	47.9	154	2987	255/3600	-	457/1600	-	1955	2100
<b>D</b>	S 350 d SE Line L Auto	324	4 67995	27198	7-A	49	155	6.8	50.4	148	2987	255/3600	-	457/1600	-	1975	2100
<b>D</b>	S 350 d AMG Line L Auto	-	4 71990	28706	7-A	50	155	6.8	47.1	157	2987	255/3600	-	457/1600	-	1975	2100
<b>D</b>	S 400 h SE Line L Auto	-	4 72020	28898	7-A	49	155	6.8	42.2	154	3498	302/6500	27	273/3500	184	1945	0
<b>D</b>	S 400 h AMG Line L Auto	-	4 75980	30392	7-A	49	155	6.8	40.4	161	3498	302/6500	27	273/3500	184	1945	0
<b>D</b>	S 500 e AMG Line L Auto	-	4 84290	33716	7-A	50	155	5.2	100.9	85	2996	329/5250	114	354/1600	251	2215	0









## SLK-Class

Beautifully crafted, rock-solid but lithe, the SLK reaches out for men to love it as much as women do. And they will!

<b>D</b>	SLK 250 d Auto	-	2 33020	14529	9-A	45	152	6.6	70.6	114	2143	201/3800	-	369/1600	-	1605	0
<b>D</b>	SLK 250 d AMG Sport Auto	-	2 37020	16289	9-A	45	152	6.6	70.6	114	2143	201/3800	-	369/1600	-	1605	0

## V-Class

After a long wait for UK sales, it's finally here. Takes a large leap upmarket, and is better to drive than before.

	V 220 d SE Auto	-	5 41845	24270	7-A	31	121	11.8	45.6	163	2143	161/3800	-	280/1400	-	2100	2500
	V 220 d Sport Auto	-	5 44340	25717	7-A	33	121	11.8	45.6	163	2143	161/3800	-	280/1400	-	2100	2500
	V 250 d SE Auto	-	5 43520	25242	7-A	32	129	9.1	44.8	166	2143	188/3800	-	325/1400	-	2105	2500
	V 250 d Sport Auto	-	5 46015	26699	7-A	34	129	9.1	44.8	166	2143	188/3800	-	325/1400	-	2105	2500
	V 220 d SE Extra Long Auto	-	5 43380	26028	7-A	33	121	11.8	45.6	163	2143	161/3800	-	280/1400	-	2150	2500
	V 220 d Sport Extra Long Auto	-	5 45875	27525	7-A	37	121	11.8	45.6	163	2143	161/3800	-	280/1400	-	2150	2500
	V 250 d SE Extra Long Auto	-	5 45055	27033	7-A	36	129	9.1	44.8	166	2143	188/3800	-	325/1400	-	2155	2500
	V 250 d Sport Extra Long Auto	342	5 45590	28530	7-A	38	129	9.1	44.8	166	2143	188/3800	-	325/1400	-	2155	2500



POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (0-100)	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	TOWING WEIGHT (KG)
	D Tekna 1.5 dCi	-	5 17520	7008	5-M	9	111	11.9	78.5	93	1461	89/4000	-	148/1750	-	1132 450
	P Tekna Style 1.2 DIG-S	-	5 17120	6506	5-M	8	112.5	11.8	65.7	99	1198	97/5600	-	108/4400	-	1124 260
	D Tekna Style 1.5 dCi	-	5 18020	7208	5-M	9	111	11.9	78.5	93	1461	89/4000	-	148/1750	-	1132 450
	Rating ★★★★★															
	Greater personalisation and bigger boot is combined with its modern love it or hate it 'in-ner-face' styling.															
	D Visa dCi 110	-	5 15830	8232	6-M	11	109	11.2	70.6	104	1461	109/4000	-	192/1750	-	1305 1250
	D Acenta dCi 110	-	5 17025	8853	6-M	12	109	11.2	70.6	104	1461	109/4000	-	192/1750	-	1305 1250
	D Acenta Premium dCi 110	-	5 18425	9581	6-M	12	109	11.2	70.6	104	1461	109/4000	-	192/1750	-	1305 1250
	D Tekna dCi 110	-	5 19675	10231	6-M	12	109	11.2	70.6	104	1461	109/4000	-	192/1750	-	1305 1250
	Rating ★★★★★															
	Nissan aims to attack the Golf and Focus and dominate the sector, like it has done in the crossover world.															
	D Visa dCi 110	-	5 17895	6800	6-M	13	118	11.5	78.5	94	1461	109/4000	-	192/1750	-	1307 1200
	D Acenta dCi 110	-	5 19245	7313	6-M	11	118	11.5	78.5	94	1461	109/4000	-	192/1750	-	1307 1200
	D n-tec dCi 110	-	5 20895	7940	6-M	12	118	11.5	78.5	94	1461	109/4000	-	192/1750	-	1307 1200
	D Tekna dCi 110	334	5 22245	8453	6-M	12	118	11.5	78.5	94	1461	109/4000	-	192/1750	-	1307 1200

CAR	Qashqai	Second generation crossover goes upmarket with better quality materials. It's also more expensive, too.
	D Visa dCi 110	- 5 20295 9742 6-M 17 113 11.9 74.3 99 1461 109/4000 - 192/1750 - 1365 1350
	D Acenta dCi 110	- 5 21880 10502 6-M 17 113 11.9 74.3 99 1461 109/4000 - 192/1750 - 1365 1350
	D Acenta Premium dCi 110	323 5 23730 11390 6-M 14 113 11.9 74.3 99 1461 109/4000 - 192/1750 - 1365 1350
	D Acenta Premium dCi 130	- 5 24980 11990 6-M 18 118 9.9 64.2 116 1598 129/4000 - 236/1750 - 1419 1800
	D Acenta Premium dCi 130 Auto	- 5 26330 12638 CVT 18 114 11.1 60.1 122 1598 129/4000 - 236/1750 - 1461 1400
	D Acenta Premium dCi 130 4WD	- 5 26680 12806 6-M 19 118 10.5 57.6 129 1598 129/4000 - 236/1750 - 1518 1800
	D n-tec dCi 110	- 5 23730 11390 6-M 15 113 11.9 70.6 103 1461 109/4000 - 192/1750 - 1365 1350
	D n-tec dCi 130	- 5 24980 11990 6-M 18 118 9.9 61.4 120 1598 129/4000 - 236/1750 - 1419 1800
	D n-tec dCi 130 Auto	- 5 26330 12638 CVT 18 114 11.1 57.6 128 1598 129/4000 - 236/1750 - 1461 1400
	D n-tec dCi 130 4WD	- 5 26810 12869 6-M 18 118 10.5 55.4 133 1598 129/4000 - 236/1750 - 1518 1800
	D n-tec dCi 110	- 5 24280 11654 6-M 15 113 11.9 70.6 103 1461 109/4000 - 192/1750 - 1365 1350
	D n-tec dCi 130	- 5 25530 12254 6-M 18 118 9.9 61.4 120 1598 129/4000 - 236/1750 - 1419 1800
	D n-tec dCi 130 Auto	- 5 26880 12902 CVT 18 114 11.1 57.6 128 1598 129/4000 - 236/1750 - 1461 1400
	D n-tec dCi 130 4WD	- 5 27360 13133 6-M 18 118 10.5 55.4 133 1598 129/4000 - 236/1750 - 1518 1800
	D Tekna dCi 110 (17-inch wheels)	- 5 25830 12398 6-M 15 113 11.9 74.3 99 1461 109/4000 - 192/1750 - 1365 1350
	D Tekna dCi 110 (19-inch wheels)	- 5 25830 12398 6-M 15 113 11.9 70.6 103 1461 109/4000 - 192/1750 - 1365 1350
	D Tekna dCi 130 (17-inch wheels)	- 5 27080 12998 6-M 19 118 9.9 64.2 116 1598 129/4000 - 236/1750 - 1419 1800
	D Tekna dCi 130 (19-inch wheels)	- 5 27080 12998 6-M 19 118 9.9 61.4 120 1598 129/4000 - 236/1750 - 1419 1800
	D Tekna dCi 130 Auto (17-inch wheels)	- 5 27180 13046 CVT 19 114 11.1 60.1 122 1598 129/4000 - 236/1750 - 1461 1400
	D Tekna dCi 130 Auto (19-inch wheels)	- 5 28430 13646 CVT 19 114 11.1 57.6 128 1598 129/4000 - 236/1750 - 1461 1400
	D Tekna dCi 130 4WD (17-inch wheels)	- 5 28780 13841 6-M 19 118 10.5 57.6 129 1598 129/4000 - 236/1750 - 1518 1800
	D Tekna dCi 130 4WD (19-inch wheels)	- 5 28910 13877 6-M 19 118 10.5 55.4 133 1598 129/4000 - 236/1750 - 1518 1800














X-Trail		A new direction for the X-Trail fulfilling the seven-seat market, and just as great to drive as the Qashqai.										Rating ★★★★★						
D	Visia dCi 130 2WD 5-seat	-	5	23455	11728	6-M	19	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Visia dCi 130 2WD 7-seat	-	5	24255	12268	6-M	19	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Acenta dCi 130 2WD 5-seat	-	5	25255	12628	6-M	19	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Acenta dCi 130 2WD 7-seat	-	5	26055	13028	6-M	19	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Acenta dCi 130 2WD Auto 5-seat	-	5	26605	13303	CVT	19	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	Acenta dCi 130 2WD Auto 7-seat	-	5	27405	13703	CVT	19	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	Acenta dCi 130 4WD 5-seat	-	5	26955	13478	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	Acenta dCi 130 4WD 7-seat	-	5	27755	13878	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	Acenta+ dCi 130 2WD 5-seat	-	5	26545	13273	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Acenta+ dCi 130 2WD 7-seat	-	5	27345	13673	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
D	Acenta+ dCi 130 2WD Auto 5-seat	-	5	27895	13948	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	Acenta+ dCi 130 2WD Auto 7-seat	-	5	28695	14348	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
D	Acenta+ dCi 130 4WD 5-seat	-	5	28245	14123	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
D	Acenta+ dCi 130 4WD 7-seat	-	5	29045	14523	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
n-tec	dCi 130 2WD 5-seat	330	5	28035	14018	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
n-tec	dCi 130 2WD 7-seat	-	5	28835	14418	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
n-tec	dCi 130 2WD Auto 5-seat	-	5	28995	14498	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
n-tec	dCi 130 2WD Auto 7-seat	-	5	29795	14898	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
n-tec	dCi 130 4WD 5-seat	-	5	29345	14673	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
n-tec	dCi 130 4WD 7-seat	-	5	30145	15073	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
Tekna	dCi 130 2WD 5-seat	-	5	30035	15018	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
Tekna	dCi 130 2WD 7-seat	-	5	30835	15418	6-M	20	117	10.5	57.6	129	1598	129/4000	-	236/1750	-	1500	2000
Tekna	dCi 130 2WD Auto 5-seat	-	5	30995	15498	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
Tekna	dCi 130 2WD Auto 7-seat	-	5	31795	15898	CVT	20	112	11.4	55.4	135	1598	129/4000	-	236/1750	-	1540	1500
Tekna	dCi 130 4WD 5-seat	-	5	31345	15673	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000
Tekna	dCi 130 4WD 7-seat	-	5	32145	16073	6-M	20	116	11.0	53.3	139	1598	129/4000	-	236/1750	-	1580	2000

Navara													Rating ★★★★★						
Large load bay, roomy cabin and road manners that aren't bad. Avoid the cramped King Cab though.																			
Ⓛ	Double Cab	Visa 2.5 dCi	317	4	21995	6599	6-M	10	104	13.1	34.5	215	2488	142/3600	-	258/1600	-	2085	2600
Ⓛ	Double Cab	Acenta 2.5 dCi	-	4	23995	7199	6-M	9	112	11.1	33.6	222	2488	188/3600	-	332/2000	-	2085	2600
Ⓛ	Double Cab	Tekna 2.5 dCi	-	4	27095	8129	6-M	9	112	11.1	33.6	222	2488	188/3600	-	332/2000	-	2085	2600
Ⓛ	Double Cab	Tekna 2.5 dCi Auto	-	4	28850	8655	5-A	10	111	10.7	31.8	235	2488	188/3600	-	332/2000	-	2100	2600
Ⓛ	Double Cab	Salomon 2.5 dCi	-	4	27845	8354	6-M	11	112	11.1	33.6	222	2488	188/3600	-	332/2000	-	2085	2600
Ⓛ	Double Cab	Salomon 2.5 dCi Auto	-	4	29600	8880	5-A	11	111	10.7	31.8	235	2488	188/3600	-	332/2000	-	2100	2600
Ⓛ	Double Cab	Outlaw 3.0 V6 dCi Auto	-	4	37140	11142	7-A	11	121	9.3	29.7	250	2991	228/3750	-	406/1750	-	2150	3000

NV200/e-NV200 Combi											Rating <span>COMING SOON</span>								
It's picked up gongs as a van but scores poorly as an MPV with vague steering and a noisy engine.																			
1	D	Combi Acenta 1.5 dCi 5 seat	-	5	19327	7344	5-M	17	98	tba	57.7	130	1461	89/4000	-	148/2000	-	1355	1100
1	D	Combi Acenta 1.5 dCi 7 seat	-	5	19687	7875	5-M	17	98	tba	57.7	130	1461	89/4000	-	148/2000	-	1390	1100
1	D	Combi Acenta 1.5 dCi 5 seat	-	5	19867	7549	6-M	19	105	tba	57.7	130	1461	109/4000	-	177/2000	-	1369	1100
1	D	Combi Acenta 1.5 dCi 7 seat	-	5	20227	8091	6-M	19	105	tba	57.7	130	1461	109/4000	-	177/2000	-	1404	1100
1	E	Combi Acenta 5 seat (Batteries included)	-	5	23087	tba	1-A	22	76	14.0 (106)	0	-	-	-	107	-	187	1571	0
1	E	Combi Acenta 7 seat (Batteries included)	-	5	23403	tba	1-A	22	76	14.0 (106)	0	-	-	-	107	-	187	tba	0
1	E	Combi Acenta Rapid 5 seat (Batteries included)	-	5	23927	tba	1-A	23	76	14.0 (106)	0	-	-	-	107	-	187	1571	0
1	E	Combi Acenta Rapid 7 seat (Batteries included)	-	5	24243	tba	1-A	23	76	14.0 (106)	0	-	-	-	107	-	187	tba	0
1	E	Combi Acenta Rapid Plus 5 seat (Batteries included)	-	5	24581	tba	1-A	22	76	14.0 (106)	0	-	-	-	107	-	187	1571	0
1	E	Combi Acenta Rapid Plus 7 seat (Batteries included)	-	5	24897	tba	1-A	22	76	14.0 (106)	0	-	-	-	107	-	187	tba	0
1	E	Combi Tekna Rapid 5 seat (Batteries included)	-	5	25763	tba	1-A	23	76	14.0 (106)	0	-	-	-	107	-	187	1542	0
1	E	Combi Tekna Rapid 7 seat (Batteries included)	-	5	26079	tba	1-A	23	76	14.0 (106)	0	-	-	-	107	-	187	tba	0
1	E	Combi Tekna Rapid Plus 5 seat (Batteries included)	-	5	26429	tba	1-A	23	76	14.0 (106)	0	-	-	-	107	-	187	1542	0
1	E	Combi Tekna Rapid Plus 7 seat (Batteries included)	-	5	26745	tba	1-A	23	76	14.0 (106)	0	-	-	-	107	-	187	tba	0
1	E	Evalia Tekna Rapid 5 seat (Batteries included)	-	5	26276	tba	1-A	23	76	14.0 (106)	0	-	-	-	107	-	187	1641	0
1	E	Evalia Tekna Rapid 7 seat (Batteries included)	-	5	26592	tba	1-A	23	76	14.0 (106)	0	-	-	-	107	-	187	1677	0
1	E	Evalia Tekna Rapid Plus 5 seat (Batteries included)	-	5	26942	tba	1-A	23	76	14.0 (106)	0	-	-	-	107	-	187	1641	0
1	E	Evalia Tekna Rapid Plus 7 seat (Batteries included)	-	5	27258	tba	1-A	23	76	14.0 (106)	0	-	-	-	107	-	187	1677	0
1	E	Combi Acenta Flex 5 seat (Batteries leased)	-	5	18083	tba	1-A	23	76	14.0 (106)	0	-	-	-	107	-	187	1571	0
1	E	Combi Acenta Flex 7 seat (Batteries leased)	-	5	18399	tba	1-A	23	76	14.0 (106)	0	-	-	-	107	-	187	tba	0
1	E	Combi Acenta Rapid Flex 5 seat (Batteries leased)	-	5	18923	tba	1-A	24	76	14.0 (106)	0	-	-	-	107	-	187	1571	0
1	E	Combi Acenta Rapid Flex 7 seat (Batteries leased)	-	5	19239	tba	1-A	24	76	14.0 (106)	0	-	-	-	107	-	187	tba	0
1	E	Combi Acenta Rapid Plus Flex 5 seat (Batteries leased)	-	5	19577	tba	1-A	23	76	14.0 (106)	0	-	-	-	107	-	187	1571	0
1	E	Combi Acenta Rapid Plus Flex 7 seat (Batteries leased)	-	5	19993	tba	1-A	23	76	14.0 (106)	0	-	-	-	107	-	187	tba	0
1	E	Combi Tekna Rapid Flex 5 seat (Batteries leased)	-	5	20759	tba	1-A	24	76	14.0 (106)	0	-	-	-	107	-	187	1542	0
1	E	Combi Tekna Rapid Flex 7 seat (Batteries leased)	-	5	21075	tba	1-A	24	76	14.0 (106)	0	-	-	-	107	-	187	tba	0
1	E	Combi Tekna Rapid Plus Flex 5 seat (Batteries leased)	-	5	21425	tba	1-A	24	76	14.0 (106)	0	-	-	-	107	-	187	1542	0
1	E	Combi Tekna Rapid Plus Flex 7 seat (Batteries leased)	-	5	21741	tba	1-A	24	76	14.0 (106)	0	-	-	-	107	-	187	tba	0
1	E	Evalia Tekna Rapid Flex 5 seat (Batteries leased)	-	5	21272	tba	1-A	24	76	14.0 (106)	0	-	-	-	107	-	187	1641	0
1	E	Evalia Tekna Rapid Flex 7 seat (Batteries leased)	-	5	21588	tba	1-A	24	76	14.0 (106)	0	-	-	-	107	-	187	1677	0
1	E	Evalia Tekna Rapid Plus Flex 5 seat (Batteries leased)	-	5	21938	tba	1-A	24	76	14.0 (106)	0	-	-	-	107	-	187	1641	0
1	E	Evalia Tekna Rapid Plus Flex 7 seat (Batteries leased)	-	5	22254	tba	1-A	24	76	14.0 (106)	0	-	-	-	107	-	187	1677	0

PEUGEOT																																																		
UK dealers: 250 Warranty: 3 years/60,000 miles																																																		
Servicing: 108 1.0 10,000 miles (10n 12,500 miles) PureTech and BlueHDi engines Variable Schedule																																																		
108																																																		
Most upmarket of the trio, it's decent to drive, well kitted out and keenly priced. A leap forward from its predecessor.																																																		
Rating ★★★★★																																																		
<table><tr><td></td><td>Access 1.0</td><td>-</td><td>3 8345</td><td>3338</td><td>5-M</td><td>6</td><td>99</td><td>13.0</td><td>68.9</td><td>95</td><td>998</td><td>68/6000</td><td>-</td><td>70/4300</td><td>-</td><td>840</td></tr><tr><td></td><td>Active 1.0</td><td>-</td><td>3 9595</td><td>3838</td><td>5-M</td><td>6</td><td>99</td><td>13.0</td><td>68.9</td><td>95</td><td>998</td><td>68/6000</td><td>-</td><td>70/4300</td><td>-</td><td>840</td></tr></table>																		Access 1.0	-	3 8345	3338	5-M	6	99	13.0	68.9	95	998	68/6000	-	70/4300	-	840		Active 1.0	-	3 9595	3838	5-M	6	99	13.0	68.9	95	998	68/6000	-	70/4300	-	840
	Access 1.0	-	3 8345	3338	5-M	6	99	13.0	68.9	95	998	68/6000	-	70/4300	-	840																																		
	Active 1.0	-	3 9595	3838	5-M	6	99	13.0	68.9	95	998	68/6000	-	70/4300	-	840																																		

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (0-100)	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	TOWING WEIGHT (KG)
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POWER		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (0-100)	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	TOWING KEYS WEIGHT (KG)
	Active 1.0	-	5	9995	4198	5-M	6	99	13.0	68.9	95	998	68/6000	-	70/4300	-	840
	Active 1.0 2-Tronic	-	5	10495	4408	5-A	6	99	15.9	67.3	97	998	68/6000	-	70/4300	-	860
	Allure 1.2 PureTech 82	-	3	11095	4438	5-M	11	106	10.9	65.7	99	1199	80/5750	-	87/2750	-	865
	Allure 1.2 PureTech 82	332	5	11495	4828	5-M	11	106	10.9	65.7	99	1199	80/5750	-	87/2750	-	865
	Feline 1.2 PureTech 82	-	3	11945	4778	5-M	11	106	10.9	65.7	99	1199	80/5750	-	87/2750	-	865
	Feline 1.2 PureTech 82	-	5	12345	5185	5-M	11	106	10.9	65.7	99	1199	80/5750	-	87/2750	-	865
	Top! Active 1.0	-	3	10595	4238	5-M	7	99	13.0	68.9	95	998	68/6000	-	70/4300	-	855
	Top! Active 1.0	-	5	10995	4618	5-M	7	99	13.0	68.9	95	998	68/6000	-	70/4300	-	855
	Top! Active 1.0 2-Tronic	-	5	11495	4828	5-A	7	99	15.9	67.3	97	998	68/6000	-	70/4300	-	860
	Top! Allure 1.2 PureTech 82	-	3	12095	4838	5-M	12	106	10.9	65.7	99	1199	80/5750	-	87/2750	-	865
	Top! Allure 1.2 PureTech 82	-	5	12495	5248	5-M	12	106	10.9	65.7	99	1199	80/5750	-	87/2750	-	865
	Top! Roland Garros 1.2 PureTech 82	-	3	12495	4998	5-M	12	106	10.9	65.7	99	1199	80/5750	-	87/2750	-	865
	Top! Roland Garros 1.2 PureTech 82	-	5	12895	5416	5-M	12	106	10.9	65.7	99	1199	80/5750	-	87/2750	-	865



LONG TERM TEST	POWER																				
		ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (s)	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PPM	ELECTRIC MOTOR TORQUE LB FT/PPM	KEBB WEIGHT (KG)	TOWING WEIGHT (KG)			
RCZ	D	SPORT 2.0 HDi	-	2 24200	11132	6-M	29	137	8.7	56.5	130	1997	161/4000	-	236/2000	-	1474	0			
		GTD 2.0 HDi	333	2 26600	12236	6-M	30	137	8.7	56.5	130	1997	161/4000	-	236/2000	-	1474	0			
																			Rating	★★★★	
iōn	E		-	5 11995	3119	1-A	28	81	15.9	(93)	0	-	63	-	133	1120	0				
																			Rating	★★★★	

## New Partner Teepee

It's a squash court on wheels, thanks to van roots. Last generation 308 underpinnings add driving quality.

D	Active 1.6 BlueHDi 75 (5 seat)	-	5 15585	6546	5-M	12	35	15.1	65.7	113	1560	74/3500	-	170/1750	-	1374	1300			
D	Active 1.6 BlueHDi 100 (5 seat)	-	5 16335	6861	5-M	14	101	13.4	68.9	109	1560	98/3750	-	187/1750	-	1483	1300			
D	Active 1.6 BlueHDi 100 (7 seat)	-	5 17180	7216	5-M	14	103	15.3	68.9	109	1560	98/3750	-	187/1750	-	1429	1300			
D	Active 1.6 BlueHDi 100 ETG (5 seat)	-	5 16885	6750	5-M	14	106	14.3	67.3	109	1560	98/3750	-	187/1750	-	1399	1300			
D	Allure 1.6 BlueHDi 100 (5 seat)	-	5 18595	7814	5-M	15	101	13.4	68.9	109	1560	98/3750	-	187/1750	-	1383	1300			
D	Allure 1.6 BlueHDi 120 (5 seat)	-	5 19245	7698	6-M	17	108	11.4	64.2	115	1560	118/3500	-	221/1750	-	1398	1300			

# PORSCHE

**UK dealers: 35 Warranty: 3 years/Unlimited mileage Servicing: 20,000miles**

<b>Macan</b>															Rating ★★★★★			
New baby Cayenne sets the tarmac alight with agile handling, terrific performance and a great all-round package.																		
D S Diesel Auto		327	5	44871	29615	7-A	39	142	6.3	46.3	159	2667	255/4000	-	428/1750	-	1955	2400
<b>Cayenne</b>															Rating ★★★★★			
The car that changed Porsche's fortunes forever. A class act, it simply oozes quality and dynamism.																		
D Diesel Auto		338	5	50791	33522	8-A	45	137	7.3	42.8	173	2967	259/4000	-	428/1750	-	2185	3500
D S Diesel Auto		-	5	62794	41444	8-A	50	156	5.4	35.3	209	4134	380/3750	-	627/2000	-	2290	3500
E S E-Hybrid Auto		-	5	62154	34806	8-A	49	150	5.9	83.1	79	2995	329/5500	94	325/3000	229	2425	0

## Panamera

Just updated, combining diesel or hybrid power with a sophisticated drive and like it or loathe it styling.

D	Diesel Auto	-	5	65639	39383	8-A	48	160	6.0	44.1	169	2967	296/4000	-	479/1750	-	1975	2200			
E	S E-Hybrid Auto	320	5	84456	45606	8-A	50	167	5.5	91.1	71	2995	329/5500	94	325/3000	229	2170	0			

# RENAULT

**UK dealers: 155 Warranty: 4 years/100,000miles Servicing: 18,000miles**




Twizy

Rating







★★★★★

It's funky, and a real hoot. This city quadricycle is perfect if you live on the Riviera.

<div> <div>3</div> <div>Expression (Batteries leased)</div> </div>	-	2	6895	tba	1-A	10	50	-	(62)	0	-	-	17	-	42	474	0
<div> <div>3</div> <div>Dynamique (Batteries leased)</div> </div>	-	2	7595	tba	1-A	11	50	-	(62)	0	-	-	17	-	42	474	0

Twingo														Rating ★★★★★				
Harks back to the R5, is funkyly styled, and a world apart from the previous generation car.																		
	P Dynamique SCE 70	-	5	10995	4178	5-M	3	94	14.5	67.3	95	999	70/6000	-	67/2850	-	865	0
	P Dynamique TCe 90	332	5	11695	4444	5-M	8	103	10.8	65.7	99	898	89/5500	-	100/2500	-	943	0
	P Dynamique S SCE 70	-	5	11845	4501	5-M	3	94	14.5	67.3	95	999	70/6000	-	67/2850	-	865	0
	P Dynamique S TCe 90	-	5	12545	4767	5-M	8	103	10.8	65.7	99	898	89/5500	-	100/2500	-	943	0

Clio														Rating ★★★★★		
Sexy shape and smooth, lean engines make the Clio a joy. Just five doors this time around, though.																
D Expression+ dCi 90	-	5	14975	7488	5-M	12	112	12.0	85.6	85	1461	89/4000	-	162/1750	-	1087/1200
D Expression+ dCi 90 ECO	-	5	15225	7308	5-M	12	112	12.0	88.3	84	1461	89/4000	-	162/1750	-	1087/1200
D Dynamique Nav dCi 90	312	5	15975	7988	5-M	12	112	12.0	85.6	85	1461	89/4000	-	162/1750	-	1087/1200
D Dynamique Nav dCi 90 ECO	-	5	16225	7768	5-M	12	112	12.0	88.3	84	1461	89/4000	-	162/1750	-	1087/1200
D Dynamique Nav dCi 90 Auto	-	5	17275	8638	6-A	11	109	12.9	80.7	92	1461	89/4000	-	162/1750	-	1153/1200
D Dynamique S Nav dCi 90	-	5	16975	8488	5-M	12	112	12.0	85.6	85	1461	89/4000	-	162/1750	-	1087/1200
D Dynamique S Nav dCi 90 Auto	-	5	18275	9138	6-A	10	109	12.9	80.7	92	1461	89/4000	-	162/1750	-	1153/1200

Zoe													Rating ★★★★★		
All-electric supermini priced in line with a diesel. It's good to drive, and makes sense for low mileage users.															
	Expression Nav (Batteries leased)	-	5	13445	tba	1-A	17	84	13.5	(149)	0	-	87	-	162 1468 0
	Dynamique Nav (Batteries leased)	-	5	15045	tba	1-A	17	84	13.5	(149)	0	-	87	-	162 1468 0
	Dynamique Nav Rapid Charge (Batteries leased)	315	5	15545	tba	1-A	17	84	13.5	(130)	0	-	87	-	162 1468 0
	i Expression Nav (Batteries included)	-	5	14845	tba	1-A	15	84	13.5	(149)	0	-	87	-	162 1468 0
	i Dynamique Nav (Batteries included)	-	5	20045	tba	1-A	15	84	13.5	(149)	0	-	87	-	162 1468 0
	i Dynamique Nav Rapid Charge (Batteries included)	315	5	20545	tba	1-A	15	84	13.5	(130)	0	-	87	-	162 1468 0

Captur														Rating ★★★★★				
Renault's answer to Nissan's Juke, but cheaper and more frugal. It's practical and good to drive, too.																		
1	D Expression+ dCi 90	-	5	15995	6718	5-M	11	106	13.1	78.5	95	1461	89/4000	-	162/1750	-	1178	900
2	Dynamique Nav dCi 90	315	5	16995	7138	5-M	11	106	13.1	78.5	95	1461	89/4000	-	162/1750	-	1170	900
3	Dynamique Nav dCi 90 Auto	-	5	18095	7600	5-A	11	107	13.8	74.3	99	1461	89/4000	-	162/1750	-	1204	900
4	Dynamique Nav dCi 110	-	5	17695	7432	5-M	15	109	11.0	76.4	98	1461	89/4000	-	192/1750	-	1190	900
5	Dynamique S Nav dCi 90	331	5	18495	7768	5-M	12	106	13.1	78.5	95	1461	89/4000	-	162/1750	-	1178	900
6	Dynamique S Nav dCi 90 Auto	-	5	19595	8230	5-A	12	106	13.8	74.3	99	1461	89/4000	-	162/1750	-	1204	900
7	Dynamique S Nav dCi 110	-	5	19195	8062	5-M	15	109	11.0	76.4	98	1461	89/4000	-	192/1750	-	1190	900
8	Signature Nav dCi 90	-	5	21915	8482	5-M	12	106	13.1	76.3	98	1461	89/4000	-	162/1750	-	1178	900
9	Signature Nav dCi 90 Auto	-	5	21195	8902	5-A	12	107	13.8	70.6	103	1461	89/4000	-	162/1750	-	1204	900
10	Signature Nav dCi 110	-	5	20795	8734	5-M	15	109	11.0	72.4	101	1461	89/4000	-	192/1750	-	1190	900



POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (RANGE)	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	TOWING WEIGHT (KG)
<b>D</b>	Estate SE L 1.4 TDI	-	5 17385	7302	5-M 11	114	11.3	78.5	94	1422	89/3000	-	170/1750	-	1105 1100	
<b>D</b>	Estate SE L 1.4 TDI Auto	-	5 18385	7722	7-A 10	114	11.3	74.3	99	1422	89/3000	-	170/1750	-	1135 1100	
<b>D</b>	Estate SE L 1.4 TDI	-	5 17985	7554	5-M 11	122	10.2	76.4	97	1422	103/3500	-	184/1750	-	1114 1100	
<b>D</b>	Estate Monte Carlo 1.4 TDI	-	5 18140	7619	5-M 11	114	11.3	78.5	94	1422	89/3000	-	170/1750	-	1105 1100	
<b>D</b>	Estate Monte Carlo 1.4 TDI	-	5 18740	7871	5-M 12	122	10.2	76.4	97	1422	103/3500	-	184/1750	-	1114 1100	
<b>LONG TERM TEST</b>	<b>Rapid</b>	You want a hatch that has bags of room and plenty of room? Here's a versatile option from Skoda.														
<b>D</b>	S 1.4 TDI	-	5 16280	6512	5-M 14	115	11.7	78.5	94	1422	89/3500	-	170/1750	-	1159 1000	
<b>D</b>	S 1.4 TDI Auto	-	5 17440	6976	7-A 14	115	11.8	74.3	99	1422	89/3500	-	170/1750	-	1180 1000	
<b>D</b>	S 1.6 TDI	-	5 17160	6864	5-M 17	125	10.0	67.3	109	1596	113/3500	-	184/1500	-	1217 1200	
<b>D</b>	SE 1.4 TDI	-	5 17255	6902	5-M 15	115	11.7	78.5	94	1422	89/3500	-	170/1750	-	1159 1000	
<b>D</b>	SE 1.4 TDI Auto	-	5 18415	7366	7-A 14	115	11.8	74.3	99	1422	89/3500	-	170/1750	-	1180 1000	
<b>D</b>	SE 1.6 TDI	-	5 18135	7254	5-M 17	125	10.0	67.3	109	1596	113/3500	-	184/1500	-	1217 1200	
<b>D</b>	SE L 1.4 TDI	-	5 18005	7202	5-M 15	115	11.7	78.5	94	1422	89/3500	-	170/1750	-	1159 1000	
<b>D</b>	SE L 1.4 TDI Auto	-	5 19165	7666	7-A 14	115	11.8	74.3	99	1422	89/3500	-	170/1750	-	1180 1000	
<b>D</b>	SE L 1.6 TDI	-	5 18885	7554	5-M 17	125	10.0	67.3	109	1596	113/3500	-	184/1500	-	1217 1200	
<b>D</b>	Spaceback S 1.4 TDI	-	5 15300	6120	5-M 14	114	11.6	78.5	94	1422	89/3500	-	170/1750	-	1154 1000	
<b>D</b>	Spaceback SE Tech 1.4 TDI	-	5 16300	6520	5-M 14	114	11.6	78.5	94	1422	89/3500	-	170/1750	-	1154 1000	
<b>D</b>	Spaceback SE Tech 1.4 TDI Auto	-	5 17460	6984	7-A 14	114	11.7	74.3	99	1422	89/3500	-	170/1750	-	1175 1000	
<b>D</b>	Spaceback SE Tech 1.6 TDI	-	5 17100	6840	5-M 17	123	9.9	67.3	109	1596	113/3500	-	184/1500	-	1212 1200	
<b>D</b>	Spaceback SE Sport 1.4 TDI	-	5 17500	7000	5-M 14	114	11.6	78.5	94	1422	89/3500	-	170/1750	-	1154 1000	
<b>D</b>	Spaceback SE Sport 1.4 TDI Auto	-	5 18660	7464	7-A 14	114	11.7	74.3	99	1422	89/3500	-	170/1750	-	1175 1000	
<b>D</b>	Spaceback SE Sport 1.6 TDI	-	5 18300	7320	5-M 17	123	9.9	67.3	109	1596	113/3500	-	184/1500	-	1212 1200	

Rating ★★★★★

POWER TRAIN TEST	Octavia	Has grace, space and pace. All underpinned by Volkswagen Golf origins. It makes for a cracking combination.														Rating ★★★★★	
D	S 1.6 TDI	-	5 18300	8052	5-M 14	122	10.6	74.3	99	1598	108/3200	-	184/1500	-	1230 1500		
D	S 1.6 TDI Auto	-	5 19550	8602	7-A 14	122	10.7	74.3	99	1598	108/3200	-	184/1500	-	1245 1500		
D	SE 1.6 TDI	-	5 19650	8646	5-M 14	122	10.6	74.3	99	1598	108/3200	-	184/1500	-	1230 1500		
D	SE 1.6 TDI Auto	-	5 20900	9196	7-A 14	122	10.7	74.3	99	1598	108/3200	-	184/1500	-	1245 1500		
D	SE 2.0 TDI	-	5 20535	9857	6-M 21	135	8.4	70.6	106	1968	148/3500	-	251/1750	-	1257 1600		
D	SE 2.0 TDI Auto	-	5 21785	10457	6-A 21	134	8.5	64.2	115	1968	148/3500	-	251/1750	-	1277 1600		
D	GreenLine III 1.6 TDI	328	5 20225	8899	6-M 15	122	10.6	80.7	90	1598	108/3200	-	184/1500	-	1205 1000		
D	SE Business 1.6 TDI	-	5 19650	8646	5-M 14	122	10.6	74.3	99	1598	108/3200	-	184/1500	-	1230 1500		
D	SE Business 1.6 TDI Auto	-	5 20900	9196	7-A 14	122	10.7	74.3	99	1598	108/3200	-	184/1500	-	1245 1500		
D	SE Business 1.6 TDI GreenLine III	-	5 20225	8899	6-M 15	122	10.6	80.7	90	1598	108/3200	-	184/1500	-	1205 1000		
D	SE Business 2.0 TDI	-	5 20535	9857	6-M 21	135	8.4	70.6	106	1968	148/3500	-	251/1750	-	1257 1600		
D	SE Business 2.0 TDI Auto	-	5 21785	10457	6-A 21	134	8.5	64.2	115	1968	148/3500	-	251/1750	-	1277 1600		
D	SE L 1.6 TDI	-	5 21350	9394	5-M 15	122	10.6	74.3	99	1598	108/3200	-	184/1500	-	1230 1500		
D	SE L 1.6 TDI Auto	-	5 22600	9944	7-A 15	122	10.7	74.3	99	1598	108/3200	-	184/1500	-	1245 1500		
D	SE L 2.0 TDI	-	5 22235	10673	6-M 21	135	8.4	70.6	106	1968	148/3500	-	251/1750	-	1257 1600		
D	SE L 2.0 TDI Auto	-	5 23485	11273	6-A 21	134	8.5	64.2	115	1968	148/3500	-	251/1750	-	1277 1600		
D	Laurin & Klement 2.0 TDI	-	5 26465	12703	6-M 22	135	8.4	68.9	107	1968	148/3500	-	251/1750	-	1257 1600		
D	Laurin & Klement 2.0 TDI Auto	-	5 27715	13303	6-A 22	134	8.5	62.8	117	1968	148/3500	-	251/1750	-	1277 1600		
D	vRS 2.0 TDI	315	5 24475	12238	6-M 22	144	8.1	64.2	115	1968	181/3500	-	280/1750	-	1378 1600		
D	vRS 2.0 TDI Auto	-	5 25865	12933	6-A 26	143	8.2	60.1	124	1968	181/3500	-	280/1750	-	1398 1600		
D	vRS 2.0 TDI 4x4 Auto	-	5 27315	13658	6-A	26	143	8.2	60.1	124	1968	181/3500	-	280/1750	-	1398 1600	
D	Estate S 1.6 TDI	-	5 19500	8580	5-M 14	121	10.8	74.3	99	1598	108/3200	-	184/1500	-	1252 1500		
D	Estate S 1.6 TDI Auto	-	5 20750	9130	7-A 14	121	10.9	74.3	99	1598	108/3200	-	184/1500	-	1267 1500		
D	Estate SE 1.6 TDI	-	5 20850	9174	5-M 14	121	10.8	74.3	99	1598	108/3200	-	184/1500	-	1252 1500		
D	Estate SE 1.6 TDI Auto	-	5 22100	9724	7-A 14	121	10.9	74.3	99	1598	108/3200	-	184/1500	-	1267 1500		
D	Estate SE 1.6 TDI 4x4	-	5 22300	9812	6-M 13	119	11.5	64.2	118	1598	108/3200	-	184/1500	-	1360 1700		
D	Estate SE 2.0 TDI	-	5 21735	9998	6-M 21	134	8.5	70.6	106	1968	148/3500	-	251/1750	-	1279 1600		
D	Estate SE 2.0 TDI Auto	-	5 22985	10573	6-A 21	132	8.6	64.2	115	1968	148/3500	-	251/1750	-	1299 1600		
D	Estate SE 2.0 TDI 4x4	-	5 23185	10665	6-M 20	132	8.6	61.4	120	1968	148/3500	-	251/1750	-	1383 2000		
D	Estate GreenLine III 1.6 TDI	-	5 21425	9427	6-M 16	121	10.8	80.7	90	1598	108/3200	-	184/1500	-	1205 1000		
D	Estate SE Business 1.6 TDI	-	5 20850	9174	5-M 14	121	10.8	74.3	99	1598	108/3200	-	184/1500	-	1252 1500		
D	Estate SE Business 1.6 TDI Auto	-	5 22100	9724	7-A 14	121	10.9	74.3	99	1598	108/3200	-	184/1500	-	1267 1500		
D	Estate SE Business 1.6 TDI GreenLine III	-	5 21425	9427	6-M 16	121	10.8	80.7	90	1598	108/3200	-	184/1500	-	1205 1000		
D	Estate SE Business 2.0 TDI	-	5 21735	9998	6-M 21	134	8.5	70.6	106	1968	148/3500	-	251/1750	-	1279 1600		
D	Estate SE Business 2.0 TDI Auto	-	5 22985	10573	6-A 21	132	8.6	64.2	115	1968	148/3500	-	251/1750	-	1299 1600		
D	Estate SE L 1.6 TDI	-	5 22550	9922	5-M 15	121	10.8	74.3	99	1598	108/3200	-	184/1500	-	1252 1500		
D	Estate SE L 1.6 TDI Auto	-	5 23800	10472	7-A 15	121	10.9	74.3	99	1598	108/3200	-	184/1500	-	1267 1500		
D	Estate SE L 1.6 TDI 4x4	-	5 24000	10560	6-M 13	119	11.5	64.2	118	1598	108/3200	-	184/1500	-	1360 1700		
D	Estate SE L 2.0 TDI	-	5 23435	10780	6-M 21	134	8.5	70.6	106	1968	148/3500	-	251/1750	-	1279 1600		
D	Estate SE L 2.0 TDI Auto	-	5 24685	11355	6-A 21	132	8.6	64.2	115	1968	148/3500	-	251/1750	-	1299 1600		
D	Estate SE L 2.0 TDI 4x4	-	5 24885	11447	6-M 21	132	8.6	61.4	120	1968	148/3500	-	251/1750	-	1383 2000		
D	Estate Laurin & Klement 2.0 TDI	-	5 27665	12238	6-M 22	144	8.1	64.2	115	1968	181/3500	-	280/1750	-	1378 1600		
D	Estate Laurin & Klement 2.0 TDI Auto	-	5 28915	13301	6-A 22	132	8.6	62.8	117	1968	148/3500	-	251/1750	-	1299 1600		
D	Estate Laurin & Klement 2.0 TDI 4x4	343	5 29115	13393	6-M 21	132	8.6	60.1	122	1968	148/3500	-	251/1750	-	1383 2000		
D	vRS 2.0 TDI	-	5 25675	12324	6-M 26	143	8.2	62.8	117	1968	181/3500	-	280/1750	-	1400 1600		
D	vRS 2.0 TDI Auto	-	5 27065	12991	6-A 26	142	8.3	60.1	124	1968	181/3500	-	280/1750	-	1420 1600		
D	vRS 2.0 TDI 4x4 Auto	-	5 28515	13687	6-A	26	143	8.2	60.1	124	1968	181/3500	-	280/1750	-	1400 1600	
D	Scout 2.0 TDI 4x4	-	5 25405	12703	6-M 20	127	9.1	58.9	125	1968	148/3500	-	251/1750	-	1451 2000		
D	Scout 2.0 TDI 4x4 Auto	332	5 28200	14100	6-A 22	136	7.8	56.5	129	1968	181/3500	-	280/1750	-	1484 1800		

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (RANGE)	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PS	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/PS	ELECTRIC MOTOR TORQUE LB FT/PS	TOWING WEIGHT (KG)
D	Laurin & Klement 2.0 TDI	-	5 30940	12995	6-M	25 147	8.0	68.9	107	1968	188/3500	-	295/1750	-	1430	2000
D	Laurin & Klement 2.0 TDI Auto	-	5 32340	13583	6-A	25 146	7.7	61.4	119	1968	188/3500	-	295/1750	-	1480	2000
D	Laurin & Klement 2.0 TDI 4x4 Auto	-	5 33840	14213	6-A	24 123	7.6	56.3	132	1968	188/3500	-	295/1750	-	1540	2200
D	Estate S 1.6 TDI	-	5 21240	9346	6-M	12 127	11.0	67.3	109	1598	118/3500	-	184/1500	-	1410	1500
D	Estate S 1.6 TDI 4x4 Auto	-	5 22640	9962	7-A	12 127	11.1	70.6	105	1598	118/3500	-	184/1500	-	1425	1500
D	Estate SE 1.6 TDI	-	5 22790	10028	6-M	12 127	11.0	67.3	109	1598	118/3500	-	184/1500	-	1410	1500
D	Estate SE 1.6 TDI 4x4 Auto	-	5 24190	10644	7-A	13 127	11.1	70.6	105	1598	118/3500	-	184/1500	-	1425	1500
D	Estate SE 2.0 TDI	-	5 23290	10713	6-M	18 135	8	68.9	109	1968	148/3500	-	251/1750	-	1430	2000
D	Estate SE 2.0 TDI Auto	-	5 24690	11357	6-A	18 134	9.0	61.4	121	1968	148/3500	-	251/1750	-	1445	2000
D	Estate SE 2.0 TDI 4x4	-	5 24790	11403	6-M	18 132	9.1	61.4	120	1968	148/3500	-	251/1750	-	1550	2200
D	Estate SE Business 1.6 TDI	-	5 22790	10028	6-M	13 127	11.0	67.3	109	1598	118/3500	-	184/1500	-	1410	1500
D	Estate SE Business 1.6 TDI Auto	-	5 24190	10644	7-A	13 127	11.1	70.6	105	1598	118/3500	-	184/1500	-	1425	1500
D	Estate SE Business 2.0 TDI	-	5 23290	10713	6-M	18 135	8	68.9	109	1968	148/3500	-	251/1750	-	1430	2000
D	Estate SE Business 2.0 TDI Auto	-	5 24690	11357	6-A	18 134	9.0	61.4	121	1968	148/3500	-	251/1750	-	1445	2000
D	Estate SE L Executive 2.0 TDI	341	5 26320	12107	6-M	19 135	8	67.3	110	1968	148/3500	-	251/1750	-	1430	2000
D	Estate SE L Executive 2.0 TDI Auto	-	5 27720	12791	6-A	19 134	9.0	60.1	122	1968	148/3500	-	251/1750	-	1445	2000
D	Estate SE L Executive 2.0 TDI 4x4	-	5 27820	12757	6-M	18 132	9.1	60.1	123	1968	148/3500	-	251/1750	-	1550	2200
D	Estate SE L Executive 2.0 TDI	-	5 28520	13119	6-M	24 146	8.1	67.3	110	1968	188/3500	-	295/1750	-	1450	2000
D	Estate SE L Executive 2.0 TDI Auto	-	5 29920	13763	6-A	24 145	7.8	61.4	120	1968	188/3500	-	295/1750	-	1500	2000
D	Estate SE L Executive 2.0 TDI 4x4 Auto	-	5 31420	14453	6-A	23 142	7.7	55.4	135	1968	188/3500	-	295/1750	-	1560	2200
D	Estate Laurin & Klement 2.0 TDI	-	5 29940	13772	6-M	20 135	8	67.3	110	1968	148/3500	-	251/1750	-	1430	2000
D	Estate Laurin & Klement 2.0 TDI Auto	-	5 31940	14416	6-A	20 134	9.0	60.1	122	1968	148/3500	-	251/1750	-	1445	2000
D	Estate Laurin & Klement 2.0 TDI 4x4	-	5 31440	14462	6-M	19 132	9.1	60.1	123	1968	148/3500	-	251/1750	-	1550	2200
D	Estate Laurin & Klement 2.0 TDI	-	5 32140	14784	6-M	25 146	8.1	67.3	110	1968	188/3500	-	295/1750	-	1450	2000
D	Estate Laurin & Klement 2.0 TDI Auto	-	5 33540	15428	6-A	25 145	7.8	61.4	120	1968	188/3500	-	295/1750	-	1500	2000
D	Estate Laurin & Klement 2.0 TDI 4x4 Auto	-	5 35040	16118	6-A	24 142	7.7	55.4	135	1968	188/3500	-	295/1750	-	1560	2200



POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KEBB WEIGHT (KG)	TOWING WEIGHT (KG)
	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	KEBB WEIGHT (KG)	TOWING WEIGHT (KG)

<b>Rexton</b>	The Rexton name returns. Heavyweight SUV with excellent towing capacity and better quality than before.																
<b>DX</b> SX 4WD	-	5	21995	9676	6-M	31	108	-	38.2	196	1998	153/4000	-	266/1500	-	2095	3000
<b>DX</b> EX 4WD	-	5	24495	10778	6-M	32	108	-	38.2	196	1998	153/4000	-	266/1500	-	2095	3000
<b>DX</b> EX 4WD Auto	-	5	25995	11438	5-A	32	109	-	36.2	206	1998	153/4000	-	266/1500	-	2128	3000
<b>DX</b> ELX 4WD Auto	-	5	27995	12316	5-A	32	109	-	36.2	206	1998	153/4000	-	266/1500	-	2128	3000

<b>Korando Sports</b>	Multi-talented pick up fit for fields and the fast lane. It's cracking value, but steering is a touch numb on road though.																
<b>DX</b> SX 4WD	-	4	17938	7893	6-M	5	107	-	37.7	199	1998	153/4000	-	266/1500	-	2097	2700
<b>DX</b> EX 4WD	-	4	20338	8949	6-M	5	107	-	37.7	199	1998	153/4000	-	266/1500	-	2097	2700
<b>DX</b> EX 4WD Auto	-	4	22138	9741	6-A	6	106	-	35.3	212	1998	153/4000	-	266/1500	-	2110	2700

<b>SUBARU</b>																	
<b>UK dealers: 69 Warranty: 5 years/100,000miles Servicing: 12,000miles</b>																	

<b>XV</b>	Subaru joins the smart crossover set. XV makes sense as a diesel do-it-all. Boxer engine a gem.																
<b>DX</b> 2.0D SE	317	5	23995	11518	6-M	26	123	9.3	52.3	141	1998	145/3600	-	258/1600	-	1415	1600
<b>DX</b> 2.0D SE Premium	-	5	25995	12478	6-M	27	123	9.3	52.3	141	1998	145/3600	-	258/1600	-	1415	1600

<b>Forester</b>	More chunky estate than SUV, powered by charismatic Boxer engine. Rugged, ready and now revised.																
<b>DX</b> 2.0D X	-	5	24995	11498	6-M	24	118	9.9	49.5	148	1998	145/3600	-	258/1600	-	1552	2000
<b>DX</b> 2.0D X Lineartronic	-	5	26495	12188	CVT	24	117	9.9	46.3	158	1998	145/3600	-	258/1600	-	1615	2000
<b>DX</b> 2.0D XC	317	5	26995	12418	6-M	25	118	9.9	49.6	148	1998	145/3600	-	258/1600	-	1552	2000
<b>DX</b> 2.0D XC Lineartronic	341	5	28995	13018	CVT	25	117	9.9	46.3	158	1998	145/3600	-	258/1600	-	1615	2000
<b>DX</b> 2.0D XC Premium	-	5	29495	13568	6-M	25	118	9.9	49.6	148	1998	145/3600	-	258/1600	-	1567	2000
<b>DX</b> 2.0D XC Premium Lineartronic	-	5	30995	14258	CVT	25	117	9.9	46.3	158	1998	145/3600	-	258/1600	-	1622	2000

<b>New Outback</b>	Fifth generation Outback is cheaper than before, yet more sophisticated. A leap forward in every direction.																
<b>DX</b> 2.0D SE	-	5	27995	11758	6-M	22	124	9.7	50.4	145	1998	148/3600	-	258/1600	-	1622	1800
<b>DX</b> 2.0D SE Lineartronic	-	5	29995	12598	CVT	18	119	9.9	46.3	159	1998	148/3600	-	258/1600	-	1678	1800
<b>DX</b> 2.0D SE Premium	-	5	30995	13018	6-M	23	124	9.7	50.4	145	1998	148/3600	-	258/1600	-	1622	1800
<b>DX</b> 2.0D SE Premium Lineartronic	-	5	32995	13858	CVT	19	119	9.9	46.3	159	1998	148/3600	-	258/1600	-	1678	1800

<b>SUZUKI</b>																	
<b>UK dealers: 151 Warranty: 3 years/60,000miles Servicing: 12,500miles (9,000miles Swift)</b>																	

<b>Celerio</b>	It may sound like a vegetable, but it's a capable and frugal city car that replaces the Alto and Splash.																
<b>P</b> 1.0 S22	-	5	6999	2660	5-M	7	96	13.5	65.7	99	998	67/6000	-	66/3500	-	835	400
<b>P</b> 1.0 S23	-	5	7999	3040	5-M	7	96	13.5	65.7	99	998	67/6000	-	66/3500	-	835	400
<b>P</b> 1.0 S23 Dualjet	-	5	8499	3230	5-M	7	96	13.0	78.4	84	998	67/6000	-	69/3500	-	845	400
<b>P</b> 1.0 S24	-	5	8999	3420	5-M	7	96	13.5	65.7	99	998	67/6000	-	66/3500	-	835	400
<b>P</b> 1.0 S24 AGS	-	5	9799	3724	5-A	7	96	16.4	65.7	99	998	67/6000	-	66/3500	-	840	400




















<b>Swift</b>	Cute looks, keen pricing and good fuel economy. New tax-free model steers and goes nicely.																
<b>P</b> 1.2 S24 Dualjet	336	5	12699	5588	5-M	11	103	12.3	65.7	99	1242	89/6000	-	89/4400	-	1030	1000
<b>Vitara</b>	Cute looks, bargain pricing and good fuel economy. New tax-free model is fun to drive and goes nicely.																
<b>DX</b> 1.6 DDIS SZ-T	-	5	16999	8160	6-M	21	112	11.5	70.8	106	1998	118/3750	-	236/1750	-	1230	1500
<b>DX</b> 1.6 DDIS SZ5	342	5	19499	9360	6-M	17	112	11.5	70.8	106	1998	118/3750	-	236/1750	-	1230	1500
<b>DX</b> 1.6 DDIS SZ5 Allgrip	-	5	21299	10224	6-M	17	112	12.4	67.2	111	1998	118/3750	-	236/1750	-	1295	1500

<b>Sx4 S-Cross</b>	Suzuki attempts to take on the Qashqai, with class leading fuel economy and CO2 emissions.																
<b>DX</b> 1.6 DDIS SZ-T	-	5	19999	9600	6-M	20	111	12.0	67.2	110	1998	118/3750	-	236/1750	-	1305	1500
<b>DX</b> 1.6 DDIS SZ5	-	5	21999	10560	6-M	19	111	12.0	67.2	110	1998	118/3750	-	236/1750	-	1305	1500
<b>DX</b> 1.6 DDIS SZ-T Allgrip	-	5	21799	10464	6-M	18	108	13.0	64.2	114	1998	118/3750	-	236/1750	-	1370	1500
<b>DX</b> 1.6 DDIS SZ5 Allgrip	-	5	23799	11424	6-M	19	108	13.0	64.2	114	1998	118/3750	-	236/1750	-	1370	1500
<b>DX</b> 1.6 DDIS SZ5 Allgrip Auto	-	5	25149	12072	6-A	18	108	13.0	62.8	119	1998	118/3750	-	236/1750	-	1400	1500

<b>TESLA</b>																	
<b>UK dealers: 8 Warranty: 4 years/50,000miles Servicing: 12,500 miles</b>																	

<b>Model S</b>	Just one word describes the Model S and that's sensational. It's got serious road presence and is affordable to run.																
<b>P</b> 70	-	5	45800	22900	1-A	tba	140	5.5	(260)	0	-	-	311	-	325	tba	tba
<b>P</b> 70D	-	5	50000	25000	1-A	50	140	5.2	(275)	0	-	-	324	-	387	tba	tba
<b>P</b> 85	-	5	54000	27000	1-A	tba	140	5.4	(310)	0	-	-	368	-	325	tba	tba
<b>P</b> 85D	-	5	58200	29100	1-A	50	155	4.2	(330)	0	-	-	411	-	485	tba	tba
<b>P</b> P85D	-	5	74900	37450	1-A	50	155	3.1	(305)	0	-	-	752	-	713	tba	tba
<b>P</b> P85D with Ludicrous Speed Upgrade	-	5	83200	41600	1-A	50	155	2.8	(305)	0	-	-	752	-	713	tba	tba
<b>P</b> P90D	-	5	77400	39100	1-A	50	155	3.1	(323)	0	-	-	752	-	713	tba	tba

<b>TOYOTA</b>																	
<b>UK dealers: 148 Warranty: 5 years/100,000miles (Hilux 3 years/60,000 miles) Servicing: 10,000miles (Verso/Avenis 12,500miles)</b>																	

Aygo																	Rating ★★★★★			
X marks the spot. A bit of design flair injected into what is the pinnacle of supermini reliability.																				
	x 1.0 VVT-i	-	3	8845	3361	5-M	6	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0		
	x 1.0 VVT-i	-	5	9245	3698	5-M	6	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0		
	x-play 1.0 VVT-i	-	3	10045	3817	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0		
	x-play 1.0 VVT-i	-	5	10445	4178	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0		
	x-play 1.0 VVT-i x-shift	-	5	11145	4458	5-A	7	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0		
	x-pression 1.0 VVT-i	-	3	11245	4273	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0		
	x-pression 1.0 VVT-i	-	5	11645	4658	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0		
	x-pression 1.0 VVT-i x-shift	-	5	12345	4938	5-A	7	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0		
	x-pression with x-wave 1.0 VVT-i	339	5	12540	5016	5-M	8	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0		
	x-pression with x-wave 1.0 VVT-i x-shift	-	5	13240	5296	5-A	8	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0		
	x-pure 1.0 VVT-i	-	3	11145	4349	5-M	8	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0		
	x-pure 1.0 VVT-i	-	5	11845	4738	5-M	8	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0		
	x-pure 1.0 VVT-i x-shift	-	5	12545	5018	5-A	8	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0		
	x-cite 1.0 VVT-i	-	3	11145	4349	5-M	8	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0		
	x-cite 1.0 VVT-i	-	5	11845	4738	5-M	8	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0		
	x-cite 1.0 VVT-i x-shift	-	5	12545	5018	5-A	8	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0		
	x-clusive 1.0 VVT-i	-	3	11545	4387	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	840	0		
	x-clusive 1.0 VVT-i	-	5	11945	4778	5-M	7	99	14.2	68.9	95	998	68/6000	-	70/4300	-	910	0		
	x-clusive 1.0 VVT-i x-shift	-	5	12645	5058	5-A	7	99	15.5	67.3	97	998	68/6000	-	70/4300	-	905	0		



POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/1700W	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/1700W	ELECTRIC MOTOR TORQUE LB FT/1700W	TOWING WEIGHT (KG)
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## New Corsa

It may look a lot like an Adam that has mated with the outgoing car, however under the skin it's been significantly upgraded.

D	Energy 1.3CDTi ecoFLEX	-	3 14720	4416	5-M tba	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900	
D	Design 1.3CDTi ecoFLEX	-	3 13355	4007	5-M	6	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
D	Design 1.3CDTi ecoFLEX	-	3 13855	4157	5-M	6	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150
D	Design 1.3CDTi ecoFLEX Easytronic	-	3 14505	4352	5-A	9	113	13.5	85.6	84	1248	94/3750	-	140/1500	-	tba	1150
D	SRI 1.0i Turbo ecoFLEX	343	3 13605	4082	6-M	9	112	11.9	65.7	100	999	90/3700	-	125/1800	-	tba	1200
D	SRI 1.3CDTi ecoFLEX	-	3 14025	4208	5-M	6	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
D	SRI 1.3CDTi ecoFLEX	-	3 14525	4358	5-M	9	113	11.9	88.3	85	1248	94/3750	-	140/1500	-	tba	1150
D	SRI VX-Line 1.3CDTi ecoFLEX	-	3 15060	4518	5-M	7	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
D	SRI VX-Line 1.3CDTi ecoFLEX	-	3 15560	4668	5-M	9	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150
D	SE 1.0i Turbo ecoFLEX	-	3 14500	4350	5-M	9	112	11.9	65.7	100	999	90/3700	-	125/1800	-	tba	1200
D	SE 1.3CDTi ecoFLEX	-	3 14920	4476	5-M	7	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
D	SE 1.3CDTi ecoFLEX	-	3 15420	4626	5-M	9	113	11.9	88.3	85	1248	94/3750	-	140/1500	-	tba	1150
D	Energy 1.3CDTi ecoFLEX	-	3 15320	4596	5-M tba	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900	
D	Design 1.3CDTi ecoFLEX	-	3 13955	4187	5-M	6	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
D	Design 1.3CDTi ecoFLEX	-	3 14455	4337	5-M	6	113	11.9	83.1	89	1248	94/3750	-	140/1500	-	tba	1150
D	Design 1.3CDTi ecoFLEX Easytronic	-	3 15105	4532	5-A	9	113	13.5	88.3	85	1248	94/3750	-	140/1500	-	tba	1150
D	SRI 1.3CDTi ecoFLEX	-	3 14625	4388	5-M	6	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
D	SRI 1.3CDTi ecoFLEX	335	3 15125	4538	5-M	9	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150
D	SRI VX-Line 1.3CDTi ecoFLEX	-	3 15660	4698	5-M	7	102	14.8	74.3	100	1248	74/3750	-	140/1500	-	tba	900
D	SRI VX-Line 1.3CDTi ecoFLEX	-	3 16160	4848	5-M	9	113	11.9	83.1	89	1248	94/3750	-	140/1500	-	tba	1150
D	SE 1.3CDTi ecoFLEX	-	3 15520	4656	5-M	7	102	14.8	76.3	99	1248	74/3750	-	140/1500	-	tba	900
D	SE 1.3CDTi ecoFLEX	-	3 16020	4806	5-M	9	113	11.9	85.6	87	1248	94/3750	-	140/1500	-	tba	1150

## Meriva

It does a cool trick with its doors, has more space and it's decent to drive. Price has risen steeply, though.

	Exclusiv 1.6CDTi ecoFLEX	-	5 20405	5713	6-M	13	108	13.8	70.6	105	1598	94/3500	-	207/1500	-	tba	1050
	Exclusiv 1.6CDTi ecoFLEX	-	5 20715	5800	6-M	16	115	12.5	74.3	99	1598	109/3500	-	221/1750	-	tba	1050
	Exclusiv 1.6CDTi ecoFLEX	-	5 20875	6263	6-M	17	122	9.9	64.2	116	1598	134/3500	-	236/2000	-	tba	1150
	Tech Line 1.6CDTi ecoFLEX	-	5 16830	4712	6-M	12	108	13.8	70.6	105	1598	94/3500	-	207/1500	-	tba	1050
	Tech Line 1.6CDTi ecoFLEX	-	5 17175	5153	6-M	16	122	9.9	64.2	116	1598	134/3500	-	236/2000	-	tba	1150
	SE 1.6CDTi ecoFLEX	-	5 21820	6110	6-M	16	115	12.5	74.3	99	1598	109/3500	-	221/1750	-	tba	1050
	SE 1.6CDTi ecoFLEX	-	5 21980	6594	6-M	17	122	9.9	64.2	116	1598	134/3500	-	236/2000	-	tba	1150

## New Astra

Class-leading frugal engines mixed with a plusher, more upmarket interior and more attractive exterior look.

<b>D</b>	Design 1.0i Turbo ecoFLEX	-	5 15995	5438	5-M	12	124	10.5	65.7	99	998	103/5500	-	125/1800	-	1263	1220
<b>D</b>	Design 1.0i Turbo ecoFLEX Easytronic	-	5 16395	5574	5-A	11	124	11.9	67.3	96	998	103/5500	-	125/1800	-	1263	1230
<b>D</b>	Design 1.6CDTi	-	5 16995	5438	6-M	15	121	10.3	78.5	95	1598	109/3500	-	221/1750	-	1350	1450
<b>D</b>	Design 1.6CDTi ecoFLEX	-	5 17495	5598	6-M	14	115	11.8	91.2	82	1598	109/3500	-	221/1750	-	tba	tba
<b>D</b>	Design 1.6CDTi	-	5 18180	5818	6-M	19	127	9.0	76.3	99	1598	134/3500	-	236/2000	-	1350	1500
<b>D</b>	Design 1.6CDTi Auto	-	5 19500	6240	6-A	19	127	9.1	62.8	119	1598	134/3500	-	236/2000	-	1364	1500
<b>P</b>	Tech Line 1.0i Turbo ecoFLEX	-	5 16695	5676	5-M	12	124	10.5	65.7	99	998	103/5500	-	125/1800	-	1263	1220
<b>D</b>	Tech Line 1.6CDTi	-	5 17695	5662	6-M	15	121	10.3	78.5	95	1598	109/3500	-	221/1750	-	1350	1450
<b>D</b>	Tech Line 1.6CDTi ecoFLEX	-	5 18195	5822	6-M	14	115	11.8	91.2	82	1598	109/3500	-	221/1750	-	tba	tba
<b>D</b>	Tech Line 1.6CDTi	-	5 18880	6042	6-M	19	127	9.0	76.3	99	1598	134/3500	-	236/2000	-	1350	1500
<b>D</b>	Tech Line 1.6CDTi Auto	-	5 20200	6464	6-A	19	127	9.1	62.8	119	1598	134/3500	-	236/2000	-	1364	1500
<b>D</b>	Energy 1.6CDTi	-	5 18995	6078	6-M	16	121	10.3	76.3	97	1598	109/3500	-	221/1750	-	1350	1450
<b>D</b>	SRI 1.6CDTi	-	5 19595	6270	6-M	14	121	10.3	76.3	97	1598	109/3500	-	221/1750	-	1350	1450
<b>D</b>	SRI 1.6CDTi ecoFLEX	-	5 20095	6430	6-M	13	115	11.8	88.0	85	1598	109/3500	-	221/1750	-	tba	tba
<b>D</b>	SRI 1.6CDTi	-	5 20780	6650	6-M	16	127	9.0	76.3	103	1598	134/3500	-	236/2000	-	1350	1500
<b>D</b>	SRI 1.6CDTi Auto	-	5 22100	7072	6-A	16	127	9.1	61.4	122	1598	134/3500	-	236/2000	-	1364	1500
<b>D</b>	SRI 1.6CDTi BiTurbo	-	5 21395	6846	6-M	19	130	8.0	69.3	108	1598	158/4000	-	258/1500	-	tba	tba
<b>D</b>	Elite 1.6CDTi	-	5 21015	6725	6-M	16	121	10.3	76.3	97	1598	109/3500	-	221/1750	-	1350	1450
<b>D</b>	Elite 1.6CDTi ecoFLEX	-	5 21515	6885	6-M	15	115	11.8	88.0	85	1598	109/3500	-	221/1750	-	tba	tba
<b>D</b>	Elite 1.6CDTi	-	5 22200	7104	6-M	19	127	9.0	76.3	103	1598	134/3500	-	236/2000	-	1350	1500
<b>D</b>	Elite 1.6CDTi Auto	-	5 23520	7526	6-A	19	127	9.1	61.4	122	1598	134/3500	-	236/2000	-	1364	1500
<b>D</b>	Elite 1.6CDTi BiTurbo	-	5 22815	7301	6-M	21	137	8.0	69.3	108	1598	158/4000	-	258/1500	-	tba	tba

## Astra

Arguably one of the better of the hatchback pack, thanks to tip-top performance, space and looks.

#	Design	1.3CDTi ecoFLEX	-	5 16835	5387	5-M	12	109	13.8	68.9	109	1248	94/4000	-	140/1750	-	tba	1000
#	Design	1.6CDTi ecoFLEX	-	5 17810	5699	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1350
#	Design	1.6CDTi ecoFLEX	-	5 17735	5675	6-M	15	115	11.0	76.3	97	1598	109/4000	-	221/2000	-	tba	1350
#	Design	1.6CDTi ecoFLEX	-	5 18405	5890	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1400
#	Design	1.6CDTi ecoFLEX	-	5 18330	5866	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1400
#	Excite	2.0CDTi ecoFLEX	-	5 20480	6554	6-M tba	134	8.5	62.8	119	1956	162/4000	-	258/1750	-	tba	1500	
#	Limited Edition	2.0CDTi	-	5 20380	6522	6-M tba	134	8.5	61.4	123	1956	162/4000	-	258/1750	-	tba	1500	
#	Tech Line	1.6CDTi ecoFLEX	-	5 18985	6075	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1350
#	Tech Line	1.6CDTi ecoFLEX	-	5 18910	6051	6-M	15	115	11.0	76.3	97	1598	109/4000	-	221/2000	-	tba	1350
#	Tech Line	1.6CDTi ecoFLEX	-	5 19580	6266	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1400
#	Tech Line	1.6CDTi ecoFLEX	-	5 19505	6242	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1400
#	Tech Line	2.0CDTi ecoFLEX	-	5 19995	6398	6-M	20	134	8.5	62.8	119	1956	162/4000	-	258/1750	-	tba	1500
#	Tech Line	2.0CDTi Auto	-	5 21020	6726	6-A	20	131	8.6	50.4	148	1956	162/4000	-	258/1750	-	tba	1400
#	Tech Line	GT 1.6CDTi ecoFLEX	-	5 19770	6326	6-M	15	115	11.0	70.6	105	1598	134/3500	-	236/2000	-	tba	1350
#	Tech Line	GT 1.6CDTi ecoFLEX	-	5 20365	6517	6-M	17	125	9.7	67.3	111	1598	134/3500	-	236/2000	-	tba	1350
#	Tech Line	GT 2.0CDTi ecoFLEX	-	5 20855	6674	6-M	21	134	8.5	61.4	123	1956	162/4000	-	258/1750	-	tba	1400
#	Tech Line	GT 2.0CDTi Auto	-	5 21880	7002	6-A	21	131	8.6	49.6	152	1956	162/4000	-	258/1750	-	tba	1400
#	SRI	1.6CDTi ecoFLEX	-	5 21815	6981	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1350
#	SRI	1.6CDTi ecoFLEX	-	5 21740	6957	6-M	15	115	11.0	76.3	97	1598	109/4000	-	221/2000	-	tba	1350
#	SRI	1.6CDTi ecoFLEX	-	5 22410	7171	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1400
#	SRI	1.6CDTi ecoFLEX	-	5 22335	7147	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1400
#	SRI	2.0CDTi ecoFLEX	-	5 22825	7304	6-M	21	134	8.5	62.8	119	1956	162/4000	-	258/1750	-	tba	1500
#	SRI	2.0CDTi Auto	-	5 23850	7632	6-A	21	131	8.6	50.4	148	1956	162/4000	-	258/1750	-	tba	1400
#	tiTurbo	2.0CDTi	-	5 24205	8230	6-M	26	141	7.8	55.4	194	1956	192/4000	-	295/1750	-	1540	1500
#	Elite	1.6CDTi ecoFLEX	-	5 23250	7440	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1350
#	Elite	1.6CDTi ecoFLEX	-	5 23175	7416	6-M	15	115	11.0	76.3	97	1598	109/4000	-	221/2000	-	tba	1350
#	Elite	1.6CDTi ecoFLEX	-	5 23845	7630	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1400
#	Elite	1.6CDTi ecoFLEX	-	5 23770	7606	6-M	18	125	9.7	72.4	104	1598	134/3500	-	236/2000	-	tba	1400
#	Elite	2.0CDTi ecoFLEX	-	5 24260	7763	6-M	21	134	8.5	62.8	119	1956	162/4000	-	258/1750	-	tba	1500
#	Elite	2.0CDTi Auto	-	5 25285	8091	6-A	21	131	8.6	50.4	148	1956	162/4000	-	258/1750	-	tba	1400
#	Sports Tourer	Design 1.6CDTi ecoFLEX	-	5 18830	5649	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1300
#	Sports Tourer	Design 1.6CDTi ecoFLEX	-	5 18755	5627	6-M	15	115	11.3	76.3	97	1598	109/4000	-	221/2000	-	tba	1300
#	Sports Tourer	Design 1.6CDTi ecoFLEX	-	5 19425	5828	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1300
#	Sports Tourer	Design 1.6CDTi ecoFLEX	-	5 19350	5805	6-M	18	125	9.4	72.4	104	1598	134/3500	-	236/2000	-	tba	1300
#	Sports Tourer	Tech Line 1.6CDTi ecoFLEX	-	5 20005	6002	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1300
#	Sports Tourer	Tech Line 1.6CDTi ecoFLEX	-	5 19930	5979	6-M	15	115	11.3	76.3	97	1598	109/4000	-	221/2000	-	tba	1300
#	Sports Tourer	Tech Line 1.6CDTi ecoFLEX	-	5 20600	6180	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1300
#	Sports Tourer	Tech Line 1.6CDTi ecoFLEX	-	5 20525	6158	6-M	18	125	9.4	72.4	104	1598	134/3500	-	236/2000	-	tba	1300
#	Sports Tourer	Tech Line 2.0CDTi ecoFLEX	-	5 21015	6725	6-M	20	133	9.0	60.1	124	1956	162/4000	-	258/1750	-	tba	1400
#	Sports Tourer	Tech Line 2.0CDTi Auto	-	5 22004	7053	6-A	20	129	9.2	50.4	148	1956	162/4000	-	258/1750	-	tba	1400
#	Sports Tourer	SRI 1.6CDTi ecoFLEX	-	5 22830	6849	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1300
#	Sports Tourer	SRI 1.6CDTi ecoFLEX	-	5 22755	6827	6-M	15	115	11.3	76.3	97	1598	109/4000	-	221/2000	-	tba	1300
#	Sports Tourer	SRI 1.6CDTi ecoFLEX	-	5 23425	7028	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1300
#	Sports Tourer	SRI 1.6CDTi ecoFLEX	-	5 23350	7005	6-M	18	125	9.4	72.4	104	1598	134/3500	-	236/2000	-	tba	1300
#	Sports Tourer	SRI 2.0CDTi ecoFLEX	-	5 23840	7629	6-M	21	133	9.0	60.1	124	1956	162/4000	-	258/1750	-	tba	1400
#	Sports Tourer	SRI 2.0CDTi Auto	-	5 24870	7958	6-A	21	129	9.2	50.4	148	1956	162/4000	-	258/1750	-	tba	1300
#	Sports Tourer	tiTurbo 2.0CDTi	-	5 25220	8575	6-M	26	140	8.1	55.4	134	1956	192/4000	-	295/1750	-	1563	1400
#	Sports Tourer	Elite 1.6CDTi ecoFLEX	-	5 24265	7280	6-M	15	115	11.3	78.5	94	1598	109/4000	-	221/2000	-	tba	1300
#	Sports Tourer	Elite 1.6CDTi ecoFLEX	-	5 24190	7257	6-M	15	115	11.3	76.3	97	1598	109/4000	-	221/2000	-	tba	1300
#	Sports Tourer	Elite 1.6CDTi ecoFLEX	-	5 24860	7458	6-M	18	125	9.7	76.3	99	1598	134/3500	-	236/2000	-	tba	1300
#	Sports Tourer	Elite 1.6CDTi ecoFLEX	-	5 24785	7436	6-M	18	125	9.4	72.4	104	1598	134/3500	-	236/2000	-	tba	1300
#	Sports Tourer	Elite 2.0CDTi ecoFLEX	-	5 25275	8088	6-M	21	133	9.0	60.1	124	1956	162/4000	-	258/1750	-	tba	1400
#	Sports Tourer	Elite 2.0CDTi Auto	-	5 26305	8418	6-A	21	129	9.2	50.4	148	1956	162/4000	-	258/1750	-	tba	1300



POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PSM	ELECTRIC MOTOR BHP/PSM	ENGINE TORQUE LB FT/PSM	ELECTRIC MOTOR TORQUE LB FT/PSM	KEBB WEIGHT (KG)	TOWING WEIGHT (KG)
	Rating ★★★★★																
	Antara																
	Engines are refined and the Antara is pleasant to drive. It's just that the opposition do things a whole lot better.																
	D Exclusiv 2.2CDTI	287	5 21650	9093	6-M	25	117	9.9	44.1	167	2231	161/3800	-	258/2000	-	1836	2000
	D Exclusiv 2.2CDTI 4X4	-	5 24070	10109	6-M	25	117	9.9	42.2	177	2231	161/3800	-	258/2000	-	1911	2000
	D Diamond 2.2CDTI	-	5 22450	9429	6-M	24	117	9.9	44.1	167	2231	161/3800	-	258/2000	-	1836	2000
	D Diamond 2.2CDTI 4X4	-	5 24870	10445	6-M	24	117	9.9	42.2	177	2231	161/3800	-	258/2000	-	1911	2000
	D SE Nav 2.2CDTI 4X4	-	5 26910	11302	6-M	28	117	9.9	42.2	177	2231	161/3800	-	258/2000	-	1911	2000
	D SE Nav 2.2CDTI 4X4	-	5 27970	11747	6-M	28	124	9.6	42.2	177	2231	181/3800	-	295/2000	-	1911	2000

## VOLKSWAGEN

**UK dealers: 206 Warranty: 3 years/60,000 miles (Amarok 3 years/100,000 miles)**

**Servicing: Variable schedule (up and e–up! 10,000 miles)**

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PSM	ELECTRIC MOTOR BHP/PSM	ENGINE TORQUE LB FT/PSM	ELECTRIC MOTOR TORQUE LB FT/PSM	KEBB WEIGHT (KG)	TOWING WEIGHT (KG)
	Rating ★★★★★																
	up!																
	Right at the top of the city car class, with great handling, supple ride and upmarket trimmings.																
	P Move up! 1.0	-	3 10285	5143	5-M	1	100	14.4	68.9	95	999	59/5000	-	70/3000	-	940	0
	P Move up! 1.0	-	5 10660	5330	5-M	1	100	14.4	68.9	95	999	59/5000	-	70/3000	-	940	0
	P High up! 1.0	-	3 11860	5930	5-M	2	106	13.2	67.3	98	999	74/6200	-	70/3000	-	940	0
	P High up! 1.0	-	5 12235	6118	5-M	2	106	13.2	67.3	98	999	74/6200	-	70/3000	-	940	0
	E e–up!	332	5 19795	6334	1-A	10	80	12.4	(93)	0	-	-	-	80	-	155	1139

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/PSM	ELECTRIC MOTOR BHP/PSM	ENGINE TORQUE LB FT/PSM	ELECTRIC MOTOR TORQUE LB FT/PSM	KEBB WEIGHT (KG)	TOWING WEIGHT (KG)
	Rating ★★★★★																
	Polo																
	Upmarket, classy supermini that might look similar, but fact-facelifted Polo has a great new engine and more kit.																
	D SE 1.4 TDI	329	3 14845	7126	5-M	13	107	12.9	78.5	93	1422	74/3000	-	153/1500	-	1152	1000
	D SE 1.4 TDI	-	5 15475	7738	5-M	13	107	12.9	78.5	93	1422	74/3000	-	155/1500	-	1177	1000
	D SE Design 1.4 TDI	-	3 15945	7654	5-M	13	107	12.9	78.5	93	1422	74/3000	-	155/1500	-	1152	1000
	D SE Design 1.4 TDI	-	5 16575	8288	5-M	13	107	12.9	78.5	93	1422	74/3000	-	155/1500	-	1177	1000
	D SEL 1.4 TDI	-	3 16820	7737	5-M	15	114	10.9	78.5	93	1422	89/3500	-	170/1500	-	1151	1100
	D SEL 1.4 TDI	-	5 17450	8376	5-M	15	114	10.9	78.5	93	1422	89/3500	-	170/1500	-	1176	1100
	D R-Line 1.4 TDI	-	3 17470	8036	5-M	16	114	10.9	78.5	93	1422	89/3500	-	170/1500	-	1151	1100
	D R-Line 1.4 TDI	-	5 18100	8688	5-M	16	114	10.9	78.5	93	1422	89/3500	-	170/1500	-	1176	1100
	P BlueMotion 1.0 TSI	-	3 14780	6799	5-M	16	119	10.5	68.9	94	999	94/5000	-	118/1500	-	1111	500
	P BlueMotion 1.0 TSI	-	5 15410	7089	5-M	16	119	10.5	68.9	94	999	94/5000	-	118/1500	-	1136	500

New Golf															Rating ★★★★★				
Magnificent seventh effort. Comprehensive rework ensures timeless quality. Lighter and more efficient.																			
D	S	1.6 TDI	-	3	20370	9777	5-M	12	121	10.5	74.3	99	1598	109/3200	-	184/1500	-	1299	1500
D	S	1.6 TDI	-	5	21025	10092	5-M	12	121	10.5	74.3	99	1598	109/3200	-	184/1500	-	1329	1500
D	BlueMotion	1.6 TDI	328	3	21435	10288	6-M	15	124	10.5	83.1	89	1598	109/3200	-	184/1500	-	1265	1000
D	BlueMotion	1.6 TDI	-	5	22905	10603	6-M	15	124	10.5	83.1	89	1598	109/3200	-	184/1500	-	1295	1000
D	Match	1.6 TDI	-	3	21305	10226	5-M	10	121	10.5	74.3	99	1598	109/3200	-	184/1500	-	1299	1500
D	Match	1.6 TDI	342	5	21960	10540	5-M	10	121	10.5	74.3	99	1598	109/3200	-	184/1500	-	1329	1500
D	Match	1.6 TDI Auto	-	5	23375	11220	7-A	10	121	10.5	72.4	102	1598	109/3200	-	184/1500	-	1347	1500
D	Match	2.0 TDI	-	3	22670	11335	6-M	16	134	8.6	68.9	106	1968	148/3500	-	251/1750	-	1354	1600
D	Match	2.0 TDI	-	5	23325	11662	6-M	16	134	8.6	68.9	106	1968	148/3500	-	251/1750	-	1384	1600
D	Match	2.0 TDI Auto	-	5	24740	12370	6-M	16	133	8.6	62.8	117	1968	148/3500	-	251/1750	-	1405	1600
P	Match	BlueMotion 1.0 TSI	-	3	19740	9475	6-M	14	127	9.7	65.7	99	999	114/5000	-	148/2000	-	1211	1000
P	Match	BlueMotion 1.0 TSI	-	5	20395	9789	6-M	14	127	9.7	65.7	99	999	114/5000	-	148/2000	-	1241	1000
P	Match	BlueMotion 1.0 TSI Auto	-	5	21810	10468	7-A	14	127	9.7	65.7	99	999	114/5000	-	148/2000	-	1233	1000
D	GT	1.6 TDI	-	3	22755	10922	5-M	13	121	10.5	72.4	101	1598	109/3200	-	184/1500	-	1299	1500
D	GT	1.6 TDI	-	5	23410	11236	5-M	13	121	10.5	72.4	101	1598	109/3200	-	184/1500	-	1329	1500
D	GT	1.6 TDI Auto	-	5	24825	11916	7-A	13	121	10.5	70.6	104	1598	109/3200	-	184/1500	-	1347	1500
D	GT	2.0 TDI	-	3	24120	12060	6-M	16	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1354	1600
D	GT	2.0 TDI	-	5	24775	12387	6-M	16	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1384	1600
D	GT	2.0 TDI Auto	309	5	26190	13095	6-A	16	133	8.6	61.4	119	1968	148/3500	-	251/1750	-	1405	1600
D	R-Line	2.0 TDI	-	3	25115	12557	6-M	17	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1354	1600
D	R-Line	2.0 TDI	-	5	25770	12885	6-M	17	134	8.6	67.3	109	1968	148/3500	-	251/1750	-	1384	1600
D	R-Line	2.0 TDI Auto	-	5	27185	13592	6-M	17	133	8.6	61.4	119	1968	148/3500	-	251/1750	-	1405	1600
D	GTD	2.0 TDI	-	3	26935	15083	6-M	26	143	7.5	67.3	109	1968	181/3500	-	280/1750	-	1377	1600
D	GTD	2.0 TDI	339	5	27590	15450	6-M	26	143	7.5	67.3	109	1968	181/3500	-	280/1750	-	1407	1600
D	GTD	2.0 TDI Auto	-	3	28350	15876	6-A	26	142	7.5	62.8	119	1968	181/3500	-	280/1750	-	1395	1600
D	GTD	2.0 TDI Auto	320	5	29005	16242	6-A	26	142	7.5	61.4	122	1968	181/3500	-	280/1750	-	1425	1600
E	GTE	1.4 TSI plug-in hybrid Auto	-	5	28755	15093	6-A	26	138	7.6	166.0	39	1395	148/5000	101	184/1600	243	1599	1500
E	GTE	Nav 1.4 TSI plug-in hybrid Auto	338	5	30520	17001	6-A	26	138	7.6	166.0	39	1395	148/5000	101	184/1600	243	1599	1500
e	Golf	Auto	328	5	26325	7898	1-A	15	87	10.4	(118)	0	-	-	-	114	-	199	1585
D	Estate	S 1.6 TDI	-	5	20765	7475	5-M	10	116	12.9	72.4	102	1598	89/2750	-	170/1400	-	1395	1400
D	Estate	S 1.6 TDI	-	5	21720	7819	5-M	12	122	11.0	72.4	102	1598	109/3200	-	184/1500	-	1395	1500
D	Estate	BlueMotion 1.6 TDI	-	5	22785	8203	6-M	15	124	11.0	80.7	92	1598	109/3200	-	184/1500	-	1391	1000
D	Estate	SE 1.6 TDI	-	5	22655	8156	5-M	11	122	11.0	72.4	102	1598	109/3200	-	184/1500	-	1395	1500
D	Estate	SE 1.6 TDI Auto	-	5	24070	8665	7-A	11	122	11.0	70.6	104	1598	109/3200	-	184/1500	-	1412	1500
D	Estate	SE 2.0 TDI	-	5	24020	8647	6-M	17	135	8.9	67.3	108	1968	148/3500	-	251/1750	-	1436	1600
D	Estate	SE 2.0 TDI Auto	-	5	25435	9157	6-A	17	134	8.9	62.8	119	1968	148/3500	-	251/1750	-	1454	1600
P	Estate	SE BlueMotion 1.0 TSI	-	5	20940	9214	6-M	13	127	10.1	65.7	99	999	114/5000	-	148/2000	-	1280	1100
D	Estate	GT 2.0 TDI	-	5	25470	9169	6-M	17	135	8.9	65.7	110	1968	148/3500	-	251/1750	-	1436	1600
D	Estate	GT 2.0 TDI Auto	-	5	26885	9679	6-A	17	134	8.9	61.4	120	1968	148/3500	-	251/1750	-	1454	1600
D	Estate	GTD 2.0 TDI	-	5	28285	10183	6-M	26	144	7.9	64.2	115	1968	181/3500	-	280/1750	-	1475	1600
D	Estate	GTD 2.0 TDI Auto	-	5	29700	10692	6-A	26	142	7.9	58.9	125	1968	181/3500	-	280/1750	-	1495	1600
D	Alltrack	1.6 TDI 4MOTION	-	5	26790	9644	6-M	10	116	12.1	60.1	122	1598	109/3250	-	184/1500	-	1544	1700
D	Alltrack	2.0 TDI 4MOTION	-	5	28155	10136	6-M	17	129	8.9	58.9	125	1968	148/3500	-	251/1750	-	1555	2000
D	Alltrack	2.0 TDI 4MOTION Auto	-	5	30595	11014	6-A	20	136	7.8	57.6	129	1968	181/3500	-	280/1750	-	1584	2000



POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (RANGE)	COMBINED MPG (RANGE)	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	TOWING WEIGHT (KG)
SE 1.6 TDI Auto	-	5	26530	11673	6-A tba tba	tba	tba	tba	111	1598	tba	-	tba	-	tba
SE 2.0 TDI	-	5	26730	12296	6-M tba tba	tba	tba	tba	116	1968	tba	-	tba	-	tba
SE 2.0 TDI Auto	-	5	28030	12894	6-A tba tba	tba	tba	tba	125	1968	tba	-	tba	-	tba
SE Family 1.6 TDI	-	5	26715	11755	6-M tba tba	tba	tba	tba	116	1598	tba	-	tba	-	tba
SE Family 1.6 TDI Auto	-	5	28015	12327	6-A tba tba	tba	tba	tba	111	1598	tba	-	tba	-	tba
SE Family 2.0 TDI	-	5	28215	12979	6-M tba tba	tba	tba	tba	116	1968	tba	-	tba	-	tba
SE Family 2.0 TDI Auto	-	5	29515	13577	6-A tba tba	tba	tba	tba	125	1968	tba	-	tba	-	tba
SEL 2.0 TDI	-	5	28215	12979	6-M tba tba	tba	tba	tba	117	1968	tba	-	tba	-	tba
SEL 2.0 TDI Auto	-	5	29515	13577	6-A tba tba	tba	tba	tba	126	1968	tba	-	tba	-	tba
SEL 2.0 TDI Auto	-	5	30510	14035	6-A tba tba	tba	tba	tba	123	1968	tba	-	tba	-	tba

## Touran

Revamp made it more appealing and better looking. It's versatile, and decent to drive too.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (RANGE)	COMBINED MPG (RANGE)	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	TOWING WEIGHT (KG)
S 1.6 TDI	-	5	21750	9570	6-M 13 116	12.8	61.4	121	1598	103/4400	-	184/1500	-	1544	1500
S 1.6 TDI Auto	-	5	22985	10113	7-A 13 116	12.8	61.4	121	1598	103/4400	-	184/1500	-	1556	1500
SE 1.6 TDI	-	5	23855	10496	6-M 13 116	12.8	61.4	121	1598	103/4400	-	184/1500	-	1544	1500
SE 1.6 TDI Auto	-	5	25090	11040	7-A 13 116	12.8	61.4	121	1598	103/4400	-	184/1500	-	1556	1500
SE 2.0 TDI	-	5	25620	11785	6-M 19 126	9.9	58.9	127	1968	138/4200	-	236/1750	-	1582	1500
SE 2.0 TDI Auto	-	5	26985	12413	6-M 19 125	9.9	54.3	135	1968	138/4200	-	236/1750	-	1603	1500
Sport 2.0 TDI	-	5	27080	12457	6-M 19 126	9.9	58.9	127	1968	138/4200	-	236/1750	-	1582	1500
Sport 2.0 TDI Auto	-	5	28445	13085	6-M 19 125	9.9	54.3	135	1968	138/4200	-	236/1750	-	1603	1500
Sport 2.0 TDI Auto	-	5	28500	13110	6-A 24 133	8.8	49.6	150	1968	174/4200	-	280/1750	-	1598	1600

Rating ★★★★★

# ACRONYM ATTACK

## WHAT DOES BHP, HP AND PS MEAN?

All three of these terms are different ways of measuring the maximum power of the vehicle. BHP stands for 'Brake Horse Power' and is the British way of measuring the maximum power that the engine produces. And while HP and PS seem like they are different, they are actually identical, standing for 'Horse Power' and 'Pferdestärke', which translates to horse strength. These are the European ways of measuring maximum power and therefore don't completely equate to the British way of calculating the figure. It means that 100bhp isn't the same as 100ps, with the latter actually equating to 99bhp when rounded up. To calculate BHP from a PS or HP figure, you must multiply it by 0.9863 to get the correct figure. Confused, yes we often are too, especially as many manufacturers quote the HP figure as though it is BHP and vice versa. Only the very eagle-eyed will spot the mistake. And many manufacturers are quite happy to make this error, as using the PS or HP figure instead of BHP means that the maximum power quoted is greater, making their car look better than it actually is.



## New Sharan

A proper seven-seater with room to spare. The mildest of facelifts brings with it Euro-6 engines.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (RANGE)	COMBINED MPG (RANGE)	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	TOWING WEIGHT (KG)
S 2.0 TDI	-	5	26970	14564	6-M 15 tba	tba	56.5	130	1968	148/tba	-	tba	-	tba	tba
S 2.0 TDI	-	5	27930	15082	6-M 19 tba	tba	56.5	130	1968	148/tba	-	tba	-	tba	tba
S 2.0 TDI Auto	-	5	29410	15881	6-A 19 tba	tba	54.3	136	1968	148/tba	-	tba	-	tba	tba
SE 2.0 TDI	-	5	30115	16262	6-M 19 tba	tba	56.5	130	1968	148/tba	-	tba	-	tba	tba
SE 2.0 TDI Auto	-	5	31595	17061	6-A 19 tba	tba	54.3	136	1968	148/tba	-	tba	-	tba	tba
SE 2.0 TDI	-	5	31685	17110	6-M 23 tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba
SE 2.0 TDI Auto	-	5	33035	17839	6-A 23 tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba
SE Nav 2.0 TDI	-	5	30790	16627	6-M 20 tba	tba	56.5	130	1968	148/tba	-	tba	-	tba	tba
SE Nav 2.0 TDI Auto	-	5	32270	17426	6-A 20 tba	tba	54.3	136	1968	148/tba	-	tba	-	tba	tba
SE Nav 2.0 TDI	-	5	32360	17474	6-M 23 tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba
SE Nav 2.0 TDI Auto	-	5	33710	18203	6-A 23 tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba
SEL 2.0 TDI	-	5	33360	18014	6-M 18 tba	tba	56.5	130	1968	148/tba	-	tba	-	tba	tba
SEL 2.0 TDI Auto	-	5	34840	18814	6-A 18 tba	tba	54.3	136	1968	148/tba	-	tba	-	tba	tba
SEL 2.0 TDI	-	5	34830	18862	6-M 21 tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba
SEL 2.0 TDI Auto	-	5	36280	19591	6-A 21 tba	tba	53.3	138	1968	181/tba	-	tba	-	tba	tba

Rating ★★★★★

## Tiguan

Quality cabin and good on-road dynamics make the Tiguan a winner. It looks classy, too.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (RANGE)	COMBINED MPG (RANGE)	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	TOWING WEIGHT (KG)
S 2.0 TDI 2WD	-	5	22975	12407	6-M 14 111	11.9	56.5	130	1968	109/3000	-	207/1150	-	1592	1800
S 2.0 TDI 2WD	-	5	23525	13174	6-M 17 123	9.8	56.5	130	1968	148/3500	-	251/1750	-	1597	2000
S 2.0 TDI 4MOTION	-	5	25295	14165	6-M 17 120	9.8	53.3	140	1968	148/3500	-	251/1750	-	1676	2200
S 2.0 TDI 4MOTION Auto	-	5	26790	15002	7-A 17 117	9.8	49.6	150	1968	148/3500	-	251/1750	-	1711	2500
Match 2.0 TDI 2WD	-	5	25520	14291	6-M 18 123	9.8	56.5	130	1968	148/3500	-	251/1750	-	1597	2000
Match 2.0 TDI 4MOTION	-	5	27290	15282	6-M 19 120	9.8	53.3	140	1968	148/3500	-	251/1750	-	1676	2200
Match 2.0 TDI 4MOTION Auto	343	5	28815	16136	7-A 19 117	9.8	49.6	150	1968	148/3500	-	251/1750	-	1711	2500
Match 2.0 TDI 4MOTION Auto	-	5	29820	17296	7-A 23 127	8.3	49.6	150	1968	181/3500	-	280/1750	-	1727	2200
R-Line 2.0 TDI 4MOTION	-	5	29120	16307	6-M 18 120	9.8	53.3	140	1968	148/3500	-	251/1750	-	1676	2200
R-Line 2.0 TDI 4MOTION Auto	-	5	30645	17161	7-A 18 117	9.8	49.6	150	1968	148/3500	-	251/1750	-	1711	2500
R-Line 2.0 TDI 4MOTION Auto	-	5	31650	18357	7-A 23 127	8.3	49.6	150	1968	181/3500	-	280/1750	-	1727	2200
Escape 2.0 TDI 4MOTION	-	5	27980	15669	6-M 18 120	9.8	53.3	140	1968	148/3500	-	251/1750	-	1676	2200
Escape 2.0 TDI 4MOTION Auto	-	5	29475	16506	7-A 18 117	9.8	49.6	150	1968	148/3500	-	251/1750	-	1711	2500

Rating ★★★★★

## Touareg

Large SUV recently gained a new face, an uplift in technology and more fuel efficient powerplants.

POWER	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP	TOP SPEED	0-62MPH (RANGE)	COMBINED MPG (RANGE)	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTRIC MOTOR TORQUE LB FT/RPM	TOWING WEIGHT (KG)
SE 3.0 V6 TDI 4MOTION Auto	341	5	43805	21803	8-A 40 128	8.7	42.8	173	2967	201/3200	-	332/1250	-	2185	3500
SE 3.0 V6 TDI 4MOTION Auto	-	5	45405	22703	8-A 43 140	7.3	42.8	174	2967	259/3800	-	428/1750	-	2185	3500
Escape 3.0 V6 TDI 4MOTION Auto	-	5	45605	22803	8-A 43 137	7.6	40.9	180	2967	259/3800	-	428/1750	-	2251	3500
R-Line 3.0 V6 TDI 4MOTION Auto	-	5	46605	23303	8-A 40 128	8.7	42.8	173	2967	201/3200	-	332/1250	-	2185	3500
R-Line 3.0 V6 TDI 4MOTION Auto	-	5	48405	24203	8-A 43 140	7.3	42.8	174	2967	259/3800	-	428/1750	-	2185	3500

Rating ★★★★★

## XL1










Groundbreaking two-seat ecocar wearing a supercar price tag. Just 200 to be sold around the world.

Groundbreaking two seat cabot wearing a supercar price tag. Just 200 to be sold around the world.																		
DE	TDI Plug-In-Hybrid	-	3	98515	tba	7-A	tba	100	12.7	313.0	21	800	47/tba	27	89/tba	103	795	0

Rating ★★★★★

## Amarok

Pick-up truck that thinks it's a car, drives everywhere and boasts clever-clogs technology. It's absolutely terrific.

	Startline 2.0 TDI Selectable 4MOTION	-	4	25054	9521	6-M 9	101	13.5	36.2	205	1968	138/3750	-	251/1750	-	2108	3000
	Trendline 2.0 TDI Selectable 4MOTION	-	4	26278	9986	6-M 9	101	13.5	36.2	205	1968	138/3750	-	251/1750	-	2113	3000
	Trendline 2.0 BITDI Selectable 4MOTION	-	4	27238	10350	6-M 9	111	11.0	35.3	211	1968	178/4000	-	295/1500	-	2058	3000
	Highline 2.0 BITDI Selectable 4MOTION	-	4	30874	11732	6-M 9	111	11.0	35.3	211	1968	178/4000	-	295/1500	-	2079	3000
	Highline 2.0 BITDI Permanent 4MOTION Auto	-	4	32980	12532	6-M 9	108	11.0	35.3	211	1968	178/4000	-	310/1750	-	2093	3200
	Atacama 2.0 BITDI Selectable 4MOTION	-	4	32022	12617	6-M tba	111	11.0	35.3	211	1968	178/4000	-	295/1500	-	2100	3000
	Atacama 2.0 BITDI Permanent 4MOTION Auto	-	4	35416	13458	8-A tba	111	11.0	35.3	224	1968	178/4000	-	310/1750	-	2099	3200
	Ultimate 2.0 BITDI Selectable 4MOTION	-	4	36448	13850	6-M 10	111	11.0	35.3	211	1968	178/4000	-	295/1500	-	2100	3000
	Ultimate 2.0 BITDI Permanent 4MOTION Auto	-	4	38146	14495	8-A 10	108	11.3	33.2	224	1968	178/4000	-	310/1750	-	2099	3200

Rating ★★★★★

## VOLVO

UK dealers: 109 Warranty: 3 years/60,000miles Servicing: 18,000miles

## S60

Very safe alternative to Audi A4 and co. It's got class, low CO2 engines and is good to drive. Cross Country unusual.

Safe alternative to Audi A4 and Co. is our Class: D2, D3, D4, D5, D6, D7, D8, D9, D10, D11, D12, D13, D14, D15, D16, D17, D18, D19, D20, D21, D22, D23, D24, D25, D26, D27, D28, D29, D30, D31, D32, D33, D34, D35, D36, D37, D38, D39, D40, D41, D42, D43, D44, D45, D46, D47, D48, D49, D50, D51, D52, D53, D54, D55, D56, D57, D58, D59, D60, D61, D62, D63, D64, D65, D66, D67, D68, D69, D70, D71, D72, D73, D74, D75, D76, D77, D78, D79, D80, D81, D82, D83, D84, D85, D86, D87, D88, D89, D90, D91, D92, D93, D94, D95, D96, D97, D98, D99, D100, D101, D102, D103, D104, D105, D106, D107, D108, D109, D110, D111, D112, D113, D114, D115, D116, D117, D118, D119, D120, D121, D122, D123, D124, D125, D126, D127, D128, D129, D130, D131, D132, D133, D134, D135, D136, D137, D138, D139, D140, D141, D142, D143, D144, D145, D146, D147, D148, D149, D150, D151, D152, D153, D154, D155, D156, D157, D158, D159, D160, D161, D162, D163, D164, D165, D166, D167, D168, D169, D170, D171, D172, D173, D174, D175, D176, D177, D178, D179, D180, D181, D182, D183, D184, D185, D186, D187, D188, D189, D190, D191, D192, D193, D194, D195, D196, D197, D198, D199, D200, D201, D202, D203, D204, D205, D206, D207, D208, D209, D210, D211, D212, D213, D214, D215, D216, D217, D218, D219, D220, D221, D222, D223, D224, D225, D226, D227, D228, D229, D230, D231, D232, D233, D234, D235, D236, D237, D238, D239, D240, D241, D242, D243, D244, D245, D246, D247, D248, D249, D250, D251, D252, D253, D254, D255, D256, D257, D258, D259, D260, D261, D262, D263, D264, D265, D266, D267, D268, D269, D270, D271, D272, D273, D274, D275, D276, D277, D278, D279, D280, D281, D282, D283, D284, D285, D286, D287, D288, D289, D290, D291, D292, D293, D294, D295, D296, D297, D298, D299, D300, D301, D302, D303, D304, D305, D306, D307, D308, D309, D310, D311, D312, D313, D314, D315, D316, D317, D318, D319, D320, D321, D322, D323, D324, D325, D326, D327, D328, D329, D330, D331, D332, D333, D334, D335, D336, D337, D338, D339, D340, D341, D342, D343, D344, D345, D346, D347, D348, D349, D350, D351, D352, D353, D354, D355, D356, D357, D358, D359, D360, D361, D362, D363, D364, D365, D366, D367, D368, D369, D370, D371, D372, D373, D374, D375, D376, D377, D378, D379, D380, D381, D382, D383, D384, D385, D386, D387, D388, D389, D390, D391, D392, D393, D394, D395, D396, D397, D398, D399, D400, D401, D402, D403, D404, D405, D406, D407, D408, D409, D410, D411, D412, D413, D414, D415, D416, D417, D418, D419, D420, D421, D422, D423, D424, D425, D426, D427, D428, D429, D430, D431, D432, D433, D434, D435, D436, D437, D438, D439, D440, D441, D442, D443, D444, D445, D446, D447, D448, D449, D450, D451, D452, D453, D454, D455, D456, D457, D458, D459, D460, D461, D462, D463, D464, D465, D466, D467, D468, D469, D470, D471, D472, D473, D474, D475, D476, D477, D478, D479, D480, D481, D482, D483, D484, D485, D486, D487, D488, D489, D490, D491, D492, D493, D494, D495, D496, D497, D498, D499, D500, D501, D502, D503, D504, D505, D506, D507, D508, D509, 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49.6

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2400

188/4000

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310/1500

-

1804

2000

Rating ★★ ★ ★

Chunkier version of the V70. Lots of space, great engines and a comfy interior are its attributes. Now updated.

D

D4 SE Nav

-

5 34470

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6-M

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115

1969

178/4250

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295/1750

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1800

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D4 SE Nav Auto

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15912

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178/4000

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217/4000

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325/1500

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2100

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295/1750

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310/1500

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1799

2100

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178/4000

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48.7

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2400

217/4000

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325/1500

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1816

2100

Rating ★★ ★ ★

All-new XC90 is the most luxurious Volvo ever, with a hike in price, too. It's the new class leader.

D

D5 AWD Momentum Auto

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5 45750

21045

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137

7.8

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149

1969

221/4250

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347/1750

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2009

2700

T

T8 Twin Engine Momentum Auto

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315/5700

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295/2200

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2500

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D5 AWD R-Design Auto

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1969

221/4250

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347/1750

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2009

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T8 Twin Engine R-Design Auto

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D5 AWD Inscription Auto

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1969

221/4250

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347/1750

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T8 Twin Engine Inscription Auto

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1969

315/5700

81

295/2200

177

2296

2500

Rating ★★ ★ ★

POWER

ISSUE TESTED  
DOORS  
LIST PRICE £  
TRADE-IN VALUE  
GEARBOX  
INS. GROUP  
TOP SPEED  
0-62MPH  
COMBINED MPG (RANGE)  
CO2 G/KM  
ENGINE CC  
ENGINE POWER BHP/RPM  
ELECTRIC MOTOR POWER BHP  
ENGINE TORQUE LB FT/RPM  
ELECTRIC MOTOR TORQUE LB FT/RPM  
KERB WEIGHT (KG)  
TOWING WEIGHT (KG)

POWER

ISSUE TESTED  
DOORS  
LIST PRICE £  
TRADE-IN VALUE  
GEARBOX  
INS. GROUP  
TOP SPEED  
0-62MPH  
COMBINED MPG (RANGE)  
CO2 G/KM  
ENGINE CC  
ENGINE POWER BHP/RPM  
ELECTRIC MOTOR POWER BHP  
ENGINE TORQUE LB FT/RPM  
ELECTRIC MOTOR TORQUE LB FT/RPM  
KERB WEIGHT (KG)  
TOWING WEIGHT (KG)

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# JEERBOX

## Stubbing out stupidity

As legislation comes into force to ban in-car smoking with children on board, **Simon Hacker** asks how seriously any of us take the rules of the road

**I**t's been a long time coming, but earlier this month, England banned drivers from smoking with children on board, the only get-out being a roofless car. The ban was already statutory in Wales, while Scotland is considering the same move. The law carries the force of a £50 fine and, according to the British Lung Foundation, will be a positive benefit for the three million children exposed up until now to the secondhand smoke of their parents and carers. Forest, the smoking pressure group, was unsurprisingly against the change, saying it was yet more "micro-management" of individuals by the state – and that it was unenforceable.



**Y**ou can draw various conclusions from that picture, but it provides plenty of ammunition for the argument that a lack of visible policing of our roads, or the perception that the law isn't present (regardless of its technological tentacles) encourages anarchy. Sadly, a headline case this year in Scotland is grist to any claims that hands-off policing is leading to UK roads that can escape the authorities' attention. John Yuill, 28, died and Lamara Bell, 25, was seriously injured in a crash on the M9 near Stirling which was first reported to police, but not followed up for three days. Lamara died later in hospital. Police staffing levels and a failure to input the original alert were blamed for the catastrophic failing, while the incident has cast a shadow over modern policing policies in Scotland.



**T**he pro-baccies might have a point here: after all, there are many existing laws which seek to keep us driving safely but which are routinely transgressed. Chatting and texting via your mobile while driving, a law instigated way back in 2003, is still so flouted that the penalty has been increased twice from the original £30 fine to £60 and now £100, plus three penalty points on the licence. One US study revealed 70 per cent of drivers think nothing of using their smartphones while at the wheel, while 30 percent of Twitter users, another survey reveals, tweet "all the time" while driving. In the absence of self-driving cars, a cynic might say, how else is one to keep up with social media while attending to the chore of going from A-to-B?



**I**f drivers don't feel enforcement is out there, could this scepticism be rooted in something within us? Do we feel increasingly immune from the risks of driving that we see written so large around us? An Institute of Advanced Motorists survey in 2011 could shed light on this notion. It found that five per cent of the UK's 37 million drivers don't routinely wear a seatbelt, the real penalty for which is not, of course, the fine you might get if you are nabbed, but the hugely increased likelihood of death or permanent injury without this basic protection. Given that this is a keystone law that's existed since 1983, adherence would hardly seem to be a matter of public habituation. Indeed, the worst flouters are aged 17 to 34 – by definition, drivers who have never known a different driving rule.



**C**loser to home, the stats can be even more alarming. The road safety charity Brake revealed research this summer which paints a picture of UK motorists as a band of law-flouting risk-takers intent on doing whatever they like. Half of drivers questioned admitted breaking traffic laws, while half of these drivers (ie a staggering 25 percent of this survey) said they did it "with intention". Drill down into those rebellious respondents and we find that there's an even mix of those who feel there was no chance of being caught, or those who simply did not agree with the law and therefore saw no reason to obey it.

**E**ventually, any belief that laws are for others to follow stems primarily from how far we have come in our journey with the automobile. It's a cocoon, a hermetic bubble that separates us from life, an extension of our home, even ourselves, so advertisers tell us. Car designers have put their lives' work into offering us the safest and cleverest transport they can imagine and, every year, every motor show, unveils the next sophistication. Cars empower us to believe anything is possible. Little wonder we are duped into a faith that makes us feel immortal.

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\*\* 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

\* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.